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American Railroad Journal.

[New York Saturday, July 2, 1870.

Supplying Locomotives with Water while Running.

The New York Central and Hudson River Railroad Company have recently adopted the English method of giving locomotives water, without stopping. They have constructed at Montrose station, on the Hudson River Railroad, a trough in the centre of the track 1,200 feet in length, 15 inches in depth, and 18 inches wide, lined with sheet iron heavily painted. This trough is perfectly straight throughout its entire length. A spring in the immediate vicinity supplies it with water. Its capacity is 16,000 gallons, which can be let into it at pleasure.

The locomotive to be supplied with water in this way, has been fitted out with an ingeniously formed pipe, curling from the manhole in the tender down through the latter to a position inside of hind trucks, where the pipe forms a half circle, at the end of which is the nozzle which always points the way which the engine goes. Fastened to this nozzle is an iron bar, which connects with a bar from a point near the fireman's box, by which, when the locomotive comes to the trough, the nozzle or pipe can be dropped instantaneously into the water, while the train is running at the rate of thirty miles an hour. The nozzle sinks to only a depth of two inches in the trough, yet even at that depth, when the one thousand feet is passed over one thousand six hundred and thirty-five gallons of water will be found in the tender.

When the first experiment in taking—or as some of the engineers say "jerking"—the water occurred, the locomotive dashed over the rails, even to which is the trough, at the rate of thirty-five miles an hour. As the nozzle struck the water, the fluid rushed into the tender, and when the trough was left behind the fireman found his tender full.

Every movement was crowned with success, and the locomotive later in the afternoon was attached to the New York special which left Poughkeepsie at 4:15 P. M., which train proceeded direct to New York without stopping. It is next proposed to locate a trough between Catskill and Hudson, and points on the Central road, so that in time, trains aided by this process of stopping nowhere for water may run through to Chicago in twenty-four to twenty-six hours.

Choctaw and Chickasaw and 35th Parallel Railway.

We find in the Van Buren *Press*, a letter from Mr. J. M. Pomeroy, in reference to the above enterprise, from which we make some extracts in which are clearly defined the purposes and aims of this company. The company is formed by the union of chartered companies of the Choctaw and Chickasaw nations and the State of Arkansas.

The new company proposes to build a road from Little Rock, westward, along the rich valley of the Fourche le Fevre, and substantially on the line of the 35th parallel of latitude, *to the Choctaw line*. Upon obvious principles, no company could, by virtue of its creation under the law of Arkansas, obtain corporate rights in the Choctaw Nation—the incorporation of a company under the authority of that Nation, and the practical consolidation of the two for purposes of business, presenting the only convenient method of accomplishing the object.

The Choctaw and Chickasaw company was incorporated by special act of general council, approved April 8th, 1870, with a directory composed as follows: Principal Chief Allen Wright, Robert M. Jones, J. McCurtain, James Thompson, Basil L. Leflore, and George Durant, of the Choctaw Nation; Joseph D. Harris, and George D. James, of the Chickasaw Nation; and Dudley E. Jones, S. H. Tucker, D. H. Barnes, S. L. Griffith, John Stoddard, James M. Pomeroy, and Henry S. Brooks, of Arkansas; all of which gentlemen, except Messrs. Leflore and R. M. Jones have intimated their acceptance of their office.

The enterprise is *one*; the two companies are one for all purposes of business, their interests being identical; and I may state in corroboration, if any be needed, that Mr. Dudley E. Jones, of Little Rock, is president of both companies.

Connecticut Air Line R. R.

The Connecticut Air Line Railroad, now building between New York and Boston, has already reached as far as Middletown, about the centre of the State of Connecticut, and the grading of the unfinished half of the route is more than two-thirds completed. Not a stick of timber enters into its construction, excepting for ties, all the work being of wrought iron and stone. The grades are light, the curves large, and everything arranged to meet rapid travel and accommodate the immense through business which must necessarily flow to this, the shortest route between these two great cities. It was begun only about a year ago, and the work has advanced much more rapidly than was expected. The line seldom crosses a highway at a grade, country roads being either bridged or tunneled, a new feature in American railways. The Connecticut River Railroad Bridge will be the finest structure of its kind in the Union. It is to be constructed of stone and wrought iron. The iron work on the road is much heavier than has been used in this country for the same class of work. At Middletown it connects with the Valley Road to Hartford, thus forming a parallel road from New Haven to Hartford, with the New Haven, Hartford and Springfield. At New Haven there are four connecting roads, at Willimantic two, and at Middletown two, besides the Connecticut River traffic.—*Brooklyn Eagle.*

Port Jefferson Railroad.

The extension of the Northport Branch Railroad to Port Jefferson is almost assured—between nineteen and twenty thousand dollars having been subscribed towards the project. If fifty thousand dollars can be raised the road will be built. The cost of the road (sixteen miles) will be in the neighborhood of two hundred thousand dollars, and it is said that part of this amount

can be raised on bonds of the road. The Long Island Railroad will lease the line when completed. The country opened up by this road is the most diversified on the island, and some of the best harbors on the island will also be in close proximity to the road. More tons of shipping are built at port Jefferson than at all the other places on Long Island together, exclusive of Brooklyn. At present eleven miles of staging are necessary to reach this neighborhood, besides a railroad ride of fifty-five miles.—*Evening Post.*

Richmond and Petersburg Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	$72,068 37	$82,128 57
" extra baggage and express freight..	4,879 23	4,533 58
" U. S. mail.....	3,675 00	4,936 25
" freight	60,880 32	65,656 34
" miscellaneous.....	5,482 12	3,691 12
	$146,985 04	$160,945 86
Expenses, viz:		
Repairs of road.....	$16,852 36	$23,954 53
" bridges.....	415 47	140 50
" depots, etc...	2,267 57	2,129 92
" engines.....	6,351 83	6,790 00
" cars	7,078 75	13,699 08
" tools, etc....	58 00	83 08
Oil, tallow and waste...	1,225 38	1,470 66
Wood.....	11,614 47	10,417 45
Train expenses.....	12,606 06	12,928 24
Depot "	7,031 53	6,999 99
Officers' salaries.....	6,750 00	7,300 00
Stationery, etc.....	1,739 25	1,874 81
Insurance on buildings..	1,431 55	1,431 55
Taxes.....	2,252 40	2,490 05
Loss and damage.....	657 77	222 00
Clover Hill transp exp..	3,800 00	6,683 81
All other expenses.....	6,850 09	24,986 17
	$88,974 53	$123,601 84
Net receipts.....	$50,010 51	$37,344 02

Included in the above expenses for 1869, are the following pertaining to extraordinary expenses:

New locomotive.....	$12,495 50
" coal cars.....	2,558 97
Reconstruction	4,083 83
" James River Bridge...	9,889 39
Total	$29,026 69

—deducting these will leave the total ordinary expenses $94,575 15; and the net balance, $66,870 71, or about 41.23 per cent. of receipts. The President, in his report, says:

The greater business of the year has necessarily been attended with an increase of operating expenses, while the extraordinary expenses have been augmented by the cost of a new locomotive, new coal cars, to provide for that growing portion of our freights; the covering of the James river bridge, and laying on it a new track; our proportion of the new joint depot at Petersburg; and some expenditures at our workshops in Manchester; all of which, we doubt not, will be found hereafter to contribute to the more economical management of our affairs, and the preservation of our property.

The quantity of coal carried, at the reduced rates, during the past fiscal year, has produced a rather greater sum than during the preceding year; but our expenses in transporting the larger quantity are proportionately greater than the receipts. As the Winterpock Coal Mining Company has now begun to send down coal from its mines, we may expect a still greater and steady enlargement of this branch of our business in future.

The income from through travel for the past year exceeds that of the preceding year $4,129 12; and the income from the local travel is greater this year than it was last year by $5,676 65. Our connections with roads south of this are being steadily improved. The completion of our joint depot in Petersburg will add very much to the comfort and expedition of travellers through that city. The bridge at Wilmington, across the Cape Fear river, is finished, and now in use, thus obviating the discomfort of a transfer there by ferry. The Savannah and Charleston railroad is confidently expected to be again in running order during the coming month. When that has been accomplished, the great current of travel between the Northern States and Florida, during the early and latter part of winter, will naturally seek the line through Richmond, Wilmington and Charleston, as not only the shortest but by far the most comfortable for invalids. Some idea of the extent of this travel may be formed from the fact, ascertained by careful railroad agents sent down for the purpose of its investigation, that not less than 30,000 persons visited Florida during the past winter in search of health. Thus, not only have the expectations held out by the Board in their last report regarding our through travel been verified by experience, but we are fairly encouraged to expect a still further improvement in this source of our income.

Since the completion of the track connecting this with the Petersburg railroad, an entirely new and growing branch of business has been developed in through freights between Richmond and points south of Petersburg. For the first year of its commencement it amounted to about 700,000 lbs., whereas for the past year it exceeds 10,000,000 lbs., besides 2,495,500 feet of lumber. This source of revenue is permanent, and must continue to keep pace with the advancing prosperity of this city, and the states south of it.

The funded debt of the company consists of three classes of mortgage bonds; the first being $13,500, convertible coupon bonds, bearing 6 per cent. interest, and payable the 1st July, 1875; the second $130,500, coupon and registered bonds, bearing 7 per cent. interest, and payable on the 1st June, 1875. Both of these are remnants of old debts, the principal and interest of which are payable at the office of the company in Richmond. Lastly, $175,000 of coupon bonds, bearing 8 per cent. interest; principal and interest payable in Philadelphia on the 1st September, 1870. The whole funded debt is, therefore, $319,000. The bills payable on the 30th September last amounted to $21,696 71, which has at this date been reduced to $13,398 79. The open accounts at the close of the fiscal year amounted to $18,634 81. With the present rate of increased receipts it is evident these temporary obligations can be soon extinguished, and a portion of the 8 per cent. bonds be redeemed before their maturity. It was the expectation of the Board that those bonds would be, in great part, if not entirely, provided for before they became due. The causes which have prevented this are too well known to the stockholders to need more than a brief recapitulation. The first estimate of our late experienced engineer and superintendent, made in 1865, for the reconstruction and renewal of the property of the company, and on which the amount of the 8 per cent. loan was based, proved to be insufficient, mainly from the greater outlay which, on a closer examination, was found necessary to repair Swift and Falling Creek bridges; and the loss of the engine "Henrico," requiring the purchase of a new locomotive. The principal diversion, however, of the net income of the company from the payment of these bonds, has grown out of the purchase by this company of its proportional interest in the through trains of cars, to run between Acquia Creek and Weldon, amounting to..... $8,468 59

The cost of construction of connecting track and bridge at Petersburg	85,352 81
Proportion of this company's joint guarantee to stockholders of the Richmond Connection Company.....	5,803 81
	$39,625 21

The additional comfort to passengers in running through trains between Acquia Creek and Weldon, of the class now provided for that service, became a necessity in order to retain our through travel. As the transportation over each of the connecting tracks is steadily increasing, the direct income from that in Petersburg becomes each year greater, while the contribution of this company toward the maintenance of that in Richmond is in like manner diminished. These tracks should, in addition, however, be credited with the net receipts from the transportation over the whole length of the road of all through travel and traffic attracted to or retained on it by their construction. They have added materially to the value of the property on which the bonded debt of the company rests, and added largely to the revenues out of which those bonds will have to be paid. These connections were vital to our through travel and traffic, and constitute the most profitable investment which could have been made for rendering that portion of our business entirely secure.

While the expenditures beyond the ordinary operating expenses were thus, from unforeseen causes, greater than had been anticipated, we were greatly disappointed in the receipts. Had they continued even at the rate which existed when the eight per cent. loan was created, and we were fully justified in expecting an advance upon that, we should long ago have commenced their redemption; but the course of events which disorganized the labor, and retarded the prosperity of this and the States south of this, beside the untoward disaster in 1867, to the Clover Hill mines, reduced our annual income so as to leave us no surplus to devote to that purpose. We have now, however, a more cheerful future before us, as is assured in our past year's work, and the fact, well known to all, of the reviving prosperity of this State and those south of us upon which we so largely depend, together with the steady influx of new comers, who mainly aim to settle along the line of our railways.

Before the war it was contemplated to make a connection with the Petersburg Railroad by crossing the Appomattox, so as to centre the passenger depots of all the railroads entering Petersburg on the land of the Southside Railroad Company. To accomplish that object, the lots intervening between our Pocahontas depot and that of the Southside Railroad Company were purchased; but in the actual location of the line, as now in operation, it was deemed preferable to abandon the connection by the former route. The lots so purchased are not now needed for any of the company's purposes. The workshops of the company having been removed to our four acre lot, on the opposite side of the river, one, if not two, very valuable lots adjoining our depot lot in this city, are no longer required for our uses. These lots of land the Board authorized the sale of, to be used in the redemption of our eight per cent. bonds, but the value of real estate has been, up to this time, so much below its intrinsic worth, that it has been considered wise not to force them into market at a sacrifice. They are still, however, held for the purpose of meeting these bonds, when they can be disposed of to advantage. As the eight per cent. bonds mature next September, the Board propose, with the consent of the stockholders, to apply to the Legislature to grant the necessary power to negotiate a new loan, to renew them in whole or in part, as may be required.

The company have seven locomotives, 4 first class and six second class passenger cars, 3 baggage and express, 28 freight, 14 platform, 104 coal, and 6 gravel cars; besides this company's proportion of 8 first class, and 4 second class passenger, 4 baggage and 4 express and mail cars, in the four trains running between Acquia Creek and Weldon. Number of miles run, 90,998, at a cost for repairs of about 7.46 cents per mile run. Number of passengers carried, 57,238, of whom 26,758 were through, 29,535 local, and 945

Clover Hill passengers. Number of passengers carried one mile, 1,258,994. In addition to the above, 4,162 were carried free. Tons of freight transported (including 35,455 tons of coal) 61,-7 68.

GENERAL STATEMENT.

Cost of road and property from Richmond to Petersburg including interest		$922,822 39
Less loss by fire, April 3d, 1865		254,318 30
		$668,504 09
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars		45,539 09
Reconstruction of road		219,852 50
Land purchase		44,316 51
Debts due to the company:		
This company's stock	$3,772 56	
Open accounts	48,026 11	
Cash on hand	797 60	
		52,569 27
Profit and loss		176,919 29
		$1,207,727 75
Capital stock:		
Subscribed by individuals		$300,000 00
Converted loan stock at $50		161,500 00
		$461,500 00
Subscribed by State, old stock	$200,000 00	
Subscribed by State, new stock	185,600 00	
		385,600 00
10,086 shares entitled to equal dividends		$847,100 00
Debts due by the company:		
Convertible dividend b'ds, 1867	$1,296 23	
Coupon bonds due July 1st, 1875	13,500 00	
Coupon bonds due June 1st, 1875	94,500 00	
Registered bonds due June 1st, 1875	36,000 00	
Coupon bonds due Sept. 1st, 1870	175,000 00	
Bills payable	21,696 71	
Open accounts	18,634 81	
		360,627 75
		$1,207,727 75

President.—CHARLES ELLIS.

Directors.—R. B. Haxall, B. W. Haxall, D. W. Lassitir, M. D., C. S. Mills, M. D., James H. Platte.

Treasurer.—M. W. YARRINGTON.

Superintendent.—THOMAS H. WYNNE.

American Iron and Steel Association.

The following gentlemen have been elected officers of this Association for the ensuing year: President—Samuel J. Reeves, of Philadelphia. Vice Presidents—James M. Cooper of Pittsburg; Charles S. Wood of Philadelphia; Abram S. Hewitt, of New York; Joseph H. Scranton, of Scranton, Pa.; E. B. Ward, of Detroit, Mich. Treasurer—Charles Wheeler, Philadelphia. Secretary—Henry McAllister, Jr., Philadelphia. Executive Committee—Samuel J. Reeves, Philadelphia; Jas. M. Cooper, Pittsburg; Charles Huston, Coatesville, Penn.; C. S. Kauffman, Columbia, Penn.: J. B. Moorhead, Philadelphia; Charles S. Wood, Philadelphia; James Park, Jr., Pittsburg; Percival Roberts, Philadelphia; James I. Bennett, Pittsburg; Robert H. Lamborn, Philadelphia; Alfred Hunt, Philadelphia; Joseph H. Scranton, Scranton, Penn.; E. Y. Townsend, Philadelphia; Charles Wheeler, Philadelphia.

Canals and Navigation Improvements of Pennsylvania.

A tabulation showing the stock and bond accounts, length and character of Works, Cost, Earnings, Expenses and Dividends for the year ending October 31, 1869.

Compiled from the Reports of Companies returned to the Hon. J. F. HARTRANFT, Auditor General of the State.

Canals.	Capital and Debt. Stocks.	Capital and Debt. Bonds.	Capital and Debt. Total.	Length of Canals. M.	Dimensions. Top. Ft.	Dimensions. Bottom. Ft.	Dimensions. Depth. Ft.	Locks. Lift. No.	Locks. Length. Ft.	Locks. Width. Ft.	Total rise and fall. Ft.	Cost of Works. $	Gross Earnings. $	Operating Expenses. $	Net Earnings. $	Divid'ds. Am't. $	Divid'ds. Rate. p.c.
Delaware and Hudson	15,000,000	3,169,476	....	18,169,476*	108.00	48	30	6	106	100	15 to 15½	1,086	6,899,068	110,610	541,070	.....	1,500,000	10
Delaware Division	† 1,633,350	800,000	....	2,433,350	60.00	44	26	6	82	90	11 to 22	166	2,433,350	231,194	125,444	106,750	130,668	8
Erie	64,000	905,615	662,246	1,631,861	161.00	54	30	4	134	80	15	977	1,562,005	104,961	101,112	2,849	....	..
Junction	399,060	....	....	399,060	18.00	45	26	4	11	90	17	50	399,060	13,253	16,049	....	....	..
Lehigh Coal and Navigation	8,739,800	14,375,891	....	23,115,691*	48.00	60	45	6	53	102	22	375	4,455,000	405,174	192,800	212,374	....	..
Muncy	2,625	....	....	2,625	0.75	45	40	3⅔	...	...	....	....	6,182	220	42	176	....	..
Pennsylvania	‡4,300,000	1,361,000	....	6,261,000	178.00	45	24	4	108	90	15 to 17	806	4,261,000	735,308	476,867	258,436	....	..
Wyoming Valley	....	600,000	....	....	64.00	40	28	4½	11	90	17	....	2,000,000	....	....	....	....	..
Schuylkill Navigation	4,797,185	7,753,945	648,780	13,199,901	109.23	60	40	6	76	110	18	619	13,105,278	1,159,085	1,057,910	101,175	....	..
Susquehanna and Tide Water	2,002,746	2,632,310	195,232	4,830,288	45.00	50	30	5	33	170	17	233	167,435	85,721	81,714	....	....	..
Union	2,907,850	3,000,000	20,000	5,927,850	87.64	43	28	4½	88	90	17	501	5,927,850	43,587	68,698	....	....	..
West Branch and Susquehanna	1,100,000	708,000	86,000	1,894,000	123.00	40	28	4½	38	90	17	223	1,894,000	(Included in Pennsylvania.)		....	....	..
Wiconisco	58,925	15,000	16,000	89,925	12.00	45	28	4½	7	90	17	24	512,000	11,641	14,279	....	....	..

* Including railroads, mines, &c., of companies. † Leased to Lehigh Coal and Navigation Company. ‡ Consolidated January 1, 1869 under the title of "Pennsylvania" Canal. § Leased to Pennsylvania Canal Company, and since date consolidated in said company.

Atlantic and Great Western Railway.

With regard to the affairs of this Company, we have to call the attention of our friends to the plan of reorganization prepared by the President of the road. The scheme proposes what we consider to be—and have long considered to be—the only reasonable solution of the difficulties in which this Company has been placed, viz: the foreclosure of the road. By this plan the bondholders will have the road at a price of from thirty-one to thirty two millions of dollars, free from encumbrance of every kind, whether they be claims in England, or whether they be claims in America. It will dissolve any liability, real or otherwise, on account of the Catawissa lease, and relieve the Company at once, and for ever, from all judgments which have been obtained against the road for real claims, as well as for many claims either disputed or imaginary. It will also get rid of the lease to the Erie Railway Company, as the opinion of an eminent counsel in America (which we have before us), says, "the foreclosure clears the Atlantic and Great Western railway of all complications, bargains, and arrangements of every nature heretofore made with the Erie Company." The parties nominated in America to carry out this plan are men of the very highest character and reputation, and there can be no doubt that, in the hands of General McClellan, William B. Duncan, Esq., and Senator Thurman, the bondholders will be perfectly safe.—*Satterthwaite.*

Schuylkill Navigation Co.

A special meeting of the loan and stockholders of this company was held in Philadelphia on the 20th of June. Mr. John Weigand was called to the chair, and Mr. William M. Tilgham selected to act as secretary. Mr. Frederick Fraley, President of the company, stated the object of the meeting to be to consider a proposition of the Reading Railroad Co. to lease the franchises of the company. He gave a brief statement of the different arrangements made by the company from the time of its organization until 1863, at which date an arrangement was made that nearly obliterated the severe competition between the Reading Railroad Co. and their own corporation. But since then new and impossible to be foreseen combinations had been made by other companies, competition and increased facilities for the transportation of coal had largely increased, attended by a great reduction of the income of the company. The stoppages by drouth and flood last year had caused the company great loss. The only remedy he could see was to be found in a closer arrangement with the railroad company, by which a certain sum could be assured to the company—such an arrangement as exists between the Camden and Amboy Railroad and the Delaware and Raritan Canal Companies. To effect this the necessary legislation had been obtained, subject to their approval. The strike that had existed since April 1st of this year in the coal regions, had practically deprived the company of an income from that time up to the present date, and he had been obliged to borrow nearly every dollar paid for interest on loans and current expenses. If this proposition of the Reading Railroad Co. was not accepted (and he deemed it fair and equitable), he could not conscientiously continue borrowing, and the terrible crisis of a suspension must come.

A letter was then read from Eli K. Price in favor of accepting the terms proposed.

The following was then read as the proposition of the railroad company:

The Philadelphia and Reading Railroad Company propose to take on lease the canal, corporate rights and franchises of The Schuylkill Navigation Company, for the term of nine hundred and ninety-nine years—and an absolute transfer of the real and personal property of the latter company—at a yearly rental of $655,000, payable

quarterly, to commence from January 1st, 1870, upon the following conditions and provisions, viz:

I. That the several debts of The Navigation Company shall be extended and provided for, as follows:

1. For the old mortgage loans of the company, commonly called the loans of 1872, and the loan of 1882, the existing mortgages to remain as security—the outstanding certificates therefor to be commuted for new ones, which shall extend the payment of the principal for the period of twenty-five years from the 1st day of December, 1872, in the one case, and the 1st day of January, 1882, in the other—in consideration of which extension and commutation, the Reading Railroad Company will guarantee the payment of the interest from the date of the extensions.

2. The holders of the boat and car loans to surrender their present obligations and the trusts by which they are secured, and to accept new obligations of the Navigation Company, maturing twenty-five years later than the present, and bearing the same rate of interest as at present.

The principal and interest of these bonds to be guaranteed by the Railroad Company.

3. The holders of the improvement loans to surrender their certificates and the trusts and pledges by which they are secured, and accept new ones, extending payment of principal for ten years from maturity of the existing loan. The interest of these to be guaranteed by the Railroad Company, and the discharge of the principal to be secured by pledge and appropriation of five cents per ton on all coal carried on the canal, for interest first and principal afterwards.

4. The floating debt and Common Loan of 1876 to be met by the proceeds of a new mortgage on the Canal and its corporate rights and franchises, subsequent to those securing the loans of 1872 and 1882, for $1,200,000—the principal payable at twenty-five years, with interest at 6 per cent., payable half-yearly—and both principal and interest to be guaranteed by the Railroad Company.

II. All payments of interest by the Railroad Company on obligations of the Canal Company, or on liens against its property, to be deducted from the rental, and the principal of any such obligation or lien which may be purchased or acquired by the Railroad Company shall, at the option of the latter, be held by them as creditors, or cancelled and surrendered, and in the latter event, the rent will be reduced by the interest on the obligations so cancelled.

III. The rental so proffered was designed to be sufficient for, and to be applied to the following purposes:

1. Interest on loan of 1872	$104,737 41
2. Interest on loan of 1882	239,154 21
3. Interest on boat loan of 1863	49,938 90
4. Interest on boat loan of 1864	42,512 00
5. Interest on improvement bonds.	18,510 00
6. Interest on loan to absorb Floating Debt and bonds of 1876	72,000 00
7. Interest on existing incumbrances on real estate	7,838 95
8. Expenses of maintaining corporate organization and transfer department	10,392 53
9. Dividend of three per cent. per annum to preferred stock	80,556 00
10. Dividend of 1½ per cent per annum to common stock	28,360 00
	$655,000 00

IV. The business of the Navigation Company to be settled by it to the 1st of June, 1870, and the lease to take effect from that date, except that the whole year's rent be paid for 1870, as above provided. In reply to an inquiry as to what would become of the suit against the city newly made, it was stated that it would go to the Reading Railroad Company.

Resolutions were then adopted providing that a written vote of the stock and loanholders should be taken on certain resolutions, the amount of coupon improvement bonds to be excluded from the vote in all cases where such bonds were not provided by the voter; that the polls shall be open from 10 o'clock A. M. to 3 o'clock P. M., up to the 22d inst.; and that a meeting shall be held at 11 o'clock A. M. on the 23d inst., to receive a report of the vote.

The resolutions to be voted on provided that the Board of Managers be directed to lease for 999 years the works and franchises of this Company, and to convey absolutely its real and personal property to the Philadelphia and Reading Railroad Co. upon the terms and conditions mentioned; that the Board of Directors be empowered to execute and deliver the lease, with such modification as they may deem necessary or expedient to make to carry out the objects of the proposition, provided that the proposition relative to the division of the dividend fund between the preferred and the common stockholders shall not be altered; and that immediately after the execution of the lease and before receiving any dividend thereunder, the holders of both stocks be required to surrender their existing certificates, and receive them back from the company stamped with a memorandum containing the terms of that proviso; that each bondholder, by giving his written assent to the resolution, is to be considered as agreeing to extend the time of the payment of the principal of his several loans, and to receive new certificates therefor in the terms and manner set forth in the proposition of the Reading Railroad Company.

Mr. William M. Tilghman was appointed judge, and Mr. Richard Wilkins teller. The voting commenced, and was continued until Wednesday noon, when the tellers reported that 152,263 votes had been polled in favor of the resolutions, and 2,982 against them, a clear majority of 149,281 in favor of their adoption.

Copper Mines of Lake Superior.

We have received from H. McKenzie, Esq., Editor *Portage Lake Mining Gazette*, Houghton, Mich., a statement showing the Lake Superior Copper Business from the commencement of operations in 1845 to January 1, 1870, including detailed statements of the operations for the year 1869, carefully collected and compiled by himself. From this we make the following extracts:

Product of the Copper Mines in 1869.

Portage Lake District:	Tons.	Pounds.
Hecla	4,652	1,687
Calumet	2,508	886
Quincy	1,466	054
South Pewabic	1,237	1,940
Franklin	925	567
Huron	673	1,905
Pewabic	615	485
Schoolcraft	267	1,020
Shelden-Columbian	118	.....
Isle Royale	109	363
Hancock	70	550
Grand Portage	39	1,714
Concord	26	935
Adams	8	748
Tributors	11	696
Total	11,730	1,550
Total in 1868	8,288	736
Increase in 1869	3,442	814
Keweenaw District:		
Central	1,117	1,455
Pittsburgh and Boston (Cliff)	590	067
Phœnix	575	383
Copper Falls	345	1,229
Amygdaloid	21	871
North Cliff	3	1,565
Allouez	2	767
Total	2,656	337
Total in 1868	3,503	068
Decrease in 1869	846	1,731
Ontonagon District:		
National	205	1,332
Ridge	169	1,537
Minnesota	166	519
Aztec	100	.....
Evergreen Bluff	92	1,551
Rockland (tribute)	80	1,410
Caledonia	62	895
Ogima	7	1,359
Lake Superior (tribute)	6	1,271
Mass	6	024
Nonesuch	3	218
Adventure	..	1,480
Total	901	1,596
Total in 1868	1,257	954
Decrease in 1869	355	1,358

Recapitulation.

Portage Lake district	11,730	1,550
Keweenaw district	2,656	337
Ontonagon district	951	1,596
Grand total	15,288	1,483
Grand total of 1868	13,048	1,758
Increase	2,239	1,725

The product of the Lake Superior Copper Mines from 1845 to 1870, has been as follows:

	Tons.
1845 to 1854	7,642
1854 to 1858	11,312
1858	3,500
1859	4,200
1860	6,000
1861	7,400
1862	9,962
1863	8,548
1864	8,472
1865	10,791
1866	10,376
1867	11,735
1868	13,049
1869	15,288
Total	128,275

All the above figures are of "Mineral Products." The Mineral of 1869 yielded about 80 per cent. Ingot Copper.

The following is an approximate statement of ingot copper produced, and its value:

	Tons.	Value.
1845 to 1858	13,955	$9,000,500
1858	4,100	1,886,000
1859	4,200	1,890,000
1860	6,000	2,610,000
1861	7,500	3,337,500
1862	6,300	3,402,000
1863	6,500	4,420,000
1864	6,500	6,110,000
1865	7,000	5,145,000
1866	7,000	4,760,000
1867	8,200	4,140,000
1868	9,985	4,592,000
1869	12,200	5,368,000
	99,440	$56,661,000

The assessments to conduct the business of 1869 were as follows:

Allouez, May 4, $1	$20,000
Copper Falls, Aug. 16, $1	20,000
Dana, June 21, 15 cts	3,000
Flint Steel July 14, $2	40,000
Hancock, March 12, $1 50	30,000
Hanover, July 24, 15 cts	3,000
Minesota, June 10, $1	20,000
Phœnix, July 6, $2	40,000
Total	$176,000

The assessments levied, as nearly as can be ascertained, since the commencement of operations in 1845, have amounted to $16,646,500.

DIVIDENDS FROM EARNINGS OF 1869.

Central, $4—Feb. '70	$80,000
Hecla, $5—Dec. '69	100,000
Quincy, $6—Feb. '70	120,000
Total dividends	$300,000
Total assessments	176,000
Excess of dividends over assessment	$124,000

TOTAL DIVIDENDS DECLARED.

Central, Feb. '70	$370,000
Copper Falls	60,000
Franklin	220,000
Hecla	100,000
Minesota	1,760,000
National	280,000
Pewabic	380,000
Pittsburg and Boston	2,280,000
Quincy, Feb. '70	920,000
Grand total	$6,370,000

TOTALS OF LAKE SUPERIOR COPPER BUSINESS.

Proceeds sales of copper	$56,661,000
Proceeds from assessments	16,646,500
Total proceeds	$73,307,500
Returned by dividends	6,370,000
Balance	$66,937,500
Percentage of divid'ds to total proceeds	8.07
Percentage of dividends to copper sales	11.24
Percentage of divid'ds to assessments.	38.26

Sodus Bay, Coring and New York Railroad.

This company propose to construct a road 86 miles long, by the most direct route, to the villages of Savona and Bradford in Steuben county, Penn Yan in Yates county, Geneva in Ontario county, and Lyons in Wayne county, terminating on Great Sodus Bay. The capital is $1,500,000. The directors are Henry Sherwood, Quincy W. Wellington, Doctor Boyan, Edgar Munson, Fletcher Heald, F. McDowell, M. F. Sheppard, Farley Holmes, James M. Sowerhill Johnson, J. Maxwell, Dewitt Parshall, N. R. Merrick, and Merritt Thornton.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$181,846 57	$201,755 87
" merchandise	413,787 96	467,378 51
" mails	11,160 00	11,160 00
" rents	2,436 23	1,658 65
" express	6,375 00	7,500 00
" miscellaneous	10 83	175 00
	$615,616 59	$689,628 03
Expenses, viz.:		
Passenger department.	$22,163 16	$28,506 33
Merchandise "	49,773 96	50,237 07
Locomotive "	114,021 55	127,337 37
Maintenance of way	87,819 18	89,527 06
General expenses	16,336 50	15,480 76
Miscellaneous expenses	44,422 30	35,187 58
State tax	54,692 94	49,889 84
United States tax	4,699 33	4,990 20
	$393,928 92	$401,156 21
Balance of earnings	$221,687 67	$288,471 82
Less new rail account	32,023 26	32,199 90
Net earnings	$189,664 41	$256,271 92
Add balance of income per last report		253,474 79
Add balance of interest account		1,119 66
Total income		$510,866 37
Dividends December 1, 1869, and June 1, 1870, 4 per cent. each, and U. S. tax		251,894 35
Balance of income account		$258,972 02

Which, as heretofore, is invested in fuel, shop stock, rails, stock in Northern Railroad, &c.

There have been purchased and cancelled during the past year $5,600 of the bonds of the company, leaving outstanding, March 31, 1870, only $115,000 payable April 1, 1874.

The contingent fund has increased to the sum of $83,091 61 and is safely invested.

The gross receipts were:

For the year ending March 31, 1870		$689,628 03
" " 31, 1869		615,616 59
Increase in receipts		$74,011 44
The expenses for the same time were: viz.,		
Yr. ending March 31, 1870	$433,356 11	
" " 31, 1869	425,952 18	
Increase in expenses		$7,403 93
Increase in net income		$66,607 51
The receipts from transportation of merchandise were more than the previous year by		$53,590 55
And of passengers by		19,909 30
And from miscellaneous items by		511 59

The number of passengers as well as the income from them has increased about ten per cent. over last year. The tonnage has also increased about seventeen per cent., while the income from it has increased only about thirteen per cent. This shows that the competition on through business from the West still continues to affect our receipts unfavorably.

We have revised the passenger and freight tariffs, making an average reduction of some eight per cent. in the rates on business of the Northern Road, or more than twenty thousand dollars per year.

The reduced passenger tariff took effect May 2d, and the freight tariff will take effect in June.

It is hoped this reduction will increase the number of passengers and the tonnage over the road.

But, while we are thus reducing the cost of transportation to the public, we are paying higher wages for labor than during the war, and about the same price for the most important materials used in the construction and repairs of the road and rolling stock. The taxes are also nearly as high as at any previous time, amounting to some $67,000 for State tax, and U. S. tax upon gross receipts and dividends, and being equal to two per cent. of the cost of the road or twenty per cent of the net earnings.

The damages caused by the freshet of last October have been repaired, and the road, with the equipment, is now in safe working condition, having been fully kept up in all its parts.

There have been used in the repairs of the track during the past year 685 tons of new rails, and 18,355 sleepers; and 2,933 tons of rails have been taken up, repaired and re-laid.

One passenger car, and forty-nine merchandise cars have been built, all of which are to replace old ones, except eighteen merchandise cars, which are an addition to the equipment of the road. We have also built one locomotive to replace the "Crombie" and made large repairs on two others. These, with other repairs upon the locomotives, make them in better condition than they were last year.

The bridge across the Connecticut River, at White River Junction which was built about twenty three years ago, is in such a condition that it may be deemed expedient to rebuild it the present year. This would add materially to the current expense.

It has been decided to build the Sugar River Railroad extending from Bradford to Claremont, referred to in previous reports. The grading and masonry of the road have been let, and the work will be commenced as soon as the land damages are settled.

A contract has been made with the Concord Railroad Corporation, which, it is believed, will be advantageous to the roads and the public.

Under this arrangement a considerable annual saving can be made by working the two roads together, while better and cheaper facilities can be afforded to the public.

The equipment of the road March 31, 1870, was as follows: 10 passenger and 14 freight locomotives, 399 long and 101 short merchandise cars, 15 passenger, 5 baggage and 9 gravel cars. Number of miles run by passenger trains, 164,056; by freight trains, 269,329; by other trains, 10,386—total, 443,771. Number of passengers carried 158,625; do., carried one mile, 6,435,927. Tons of merchandise carried, 340,509; do., carried one mile, 21,357,261.

TRIAL BALANCE, MARCH 31, 1870.

Construction		$3,068,400 00
Rails	$19,219 56	
Shop stock	55,288 25	
Fuel	42,928 85	
Waste	174 42	
Oil	413 70	
		118,024 78
703 shares Northern Railroad, N. H.		37,228 34
Contracts		125,329 96
Cash		24,093 18
Bills receivable		105,993 59
Agent's department		34 809 06
Minot & Co.		1,186 00
United States tax		10 41
Post Office Department		2,123 18
Boston, Nashua and Lowell Railroad		18,978 53
Conn. and Passumpsic Railroad		44,621 15
		$3,580,798 18
Stock		$3,068,400 00
Income		258,972 02
Bonds, April 1, 1874		115,000 00
Dividends unpaid	$8,061 76	
Coupons unpaid	237 00	
Coupons April 1, 1870	3,450 00	
		11,748 76
Contingent fund		441 61
Dividend, June 1, 1870		126,235 79
		$3,580,798 18

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark, Otis Daniell.

Treasurer pro tem.—URIEL CROCKER.

Superintendent.—GEORGE E. TODD.

Point of Rocks Railroad.

The Washington *Chronicle* says it is stated in a quarter which is, from position, high authority in railway affairs, that it has been determined to bring the Point of Rocks railway into Washington city by next winter. If so, it is to be inferred that the Connellsville road is to be finished by that time, for the two have been regarded in circles of the Baltimore and Ohio railway as twin measures. Such rapid construction would necessitate very energetic steps by the Baltimore and Potomac railway, if it is to be as early in the field for the northwestern travel as Mr. Garrett.

☞ The following gentlemen have been elected directors of the Michigan Central Railroad: James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor, H. H. Hunnewell.

☞ The Central and Western Pacific railroad companies have consolidated under the name of the Central Pacific. It is stated that the Pullman palace cars will be discontinued on the Central Pacific road after the 7th of July.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,259,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 1
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ..100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n.100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey...100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref..100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apl'70 3½
Cin , Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'65$2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.. 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar...100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passumpsic Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*...100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May '70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 3
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	6,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. Londoun.100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern...100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	160,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester.100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Apl.'703½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome,Watert. and Og'nb.100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand.,Mansf. and Newark.100	901,241	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Scaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore.....100	259,685	.....	Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	5,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May 70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1.209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,465,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '70 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship...100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	396,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	443,300	507,900	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	306,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,824	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,565	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,342
1870	312,133	293,645	295,298	318,699	340,892	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	768,467	857,382	837,388	716,822	5,708,188
1870	528,529	500,139	559,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,733,100	6	" "	1881	114¾
and March 3, 1863 ..... coupon		6	" "	1881	117¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111¾
.. .. .. (5-20s).....coupon		6	" "	1884	111¾
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111¾
.. .. .. (5-20s).....coupon		6	" "	1884	111¾
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110½
.. .. .. (5-20s).....coupon		6	" "	1885	111¾
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110¼
.. .. .. (5-20s).....coupon		6	" "	1886	110
.. .. 3d series (5-20s)...registered	379,594,850	6	" "	1887	110¼
.. .. .. (5-20s).....coupon		6	" "	1887	114¼
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
.. .. .. (5-20s).....coupon		6	" "	1888	114
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ....coupon		5	" "	1904	108¾
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	113¼
Certificates of Mar. 2, 1867, and July 25, 1868..	45,540,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	259,212	var	.....	Due.	....
Treasury Notes (7-30s).....	691,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,191,070	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,508,057	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	101½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,086,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	99
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	....
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	96½
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	88
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	....
.. —Liquidation Bonds.....	193,400	6	" "	1865	100½
.. —Refunded Stock	985,900	6	" "	'69–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	100
.. —War Loan Bonds	543,200	6	" "	1879	....
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	101
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'72–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	....
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	78
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	....
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	76½
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	....
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	96½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	75¾
.. —	171,000	6	Various.	'75–'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	97¾
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	101¼
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98¾
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	98¾
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	209,000	6	" "	1890	....
.. — .. .. 1827.....	24,000	5	" "	1880	98
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	....
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'90	95
.. — .. .. 1838–'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	79
.. —South Relief Loan of 1867.....	100,000	6	" "	1878	102½

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	97½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	111¼
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
.. —	650,000	6	" "	'72–'73	111
.. —	720,000	6	" "	'74–'75	106½
.. —	1,430,000	6	" "	1876	108¼
.. — .. .. 1862.....	600,000	5	" "	'77–'78	98½
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	97½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	94½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	94½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	94½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	108
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	112½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69–'91	49
.. — .. (new).....	3,959,045	6	" "	'92–'98	28
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	105
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	106½
.. —	7,909,600	6	" "	1877	109½
.. —	9,273,050	6	" "	1882	112¾
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	105½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	100½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	98
.. —Funding Bonds	1,282,971	6	" "	'70–'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	65
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98¾
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	69½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	69
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	90¾
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	29½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	89¾
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87¾
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102¾
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104¾
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91¾
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	92½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101¾
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	99¾
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	...
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension).	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2 1 Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	730,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July,	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	103½
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69-'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70-'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80-'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70-'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1.300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	....
Michigan Southern & North. Ind.:						120
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	96
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99¾
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	'71-'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75-'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	89½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	81½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	76
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	81½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						...
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York!	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98¾
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96¾
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1866 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	93½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100¾
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107¾
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98¾
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87⅞
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Bosto	'87–'89	76
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	84⅛
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	104
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91⅞
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100⅛
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	22	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)		7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	519,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶. .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	140½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	148½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	4½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,339,812	1,071,881	247,195	8	100	133
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	145
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	140½
Oct. 31, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,896,000	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)			—	100	....
Oct. 31, 1869	43.2	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,445,988	*	.....	.....	428,717	700,000	374,315	—	43.2	121,957	.....	.....	225,909	71,913	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1869	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	428,472	*	.....	.....	428,472	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	119
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)			6	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L.	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)			—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	.....	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	...	...	...	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	.....	.....	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	...	...	...	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	117
Apr 30, 1869	376.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	160
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	120
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	83½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Central	L.)		—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	263,046	[107,571]	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*		1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	84¼
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	2,922,345	397,981				2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	109¼
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517				6,250,000	3,149,000				(	Leased to	Lake Sho	re.)		7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*				11,620,000	17,764,000				(Le	ased to	Pittsburg	and St. L	ouis.)	—	100	20½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078					1,786,200	248,000	80,667	85,846	81.0	533,695	(Ope	rated by	ami.)		8	50	
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	655,530	81,105		1,500,000			161,970	27.0	45,081	403,574	421,629	826,634	346,495	10	50	150
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500					40,999	23,704	74,706	27,542	—	100	
Mar. 31, 1869	58.0	—	3.1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*				350,000					(L	eased to	Concord.)			7	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890		2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400		1,700,000	250,000		216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	134¼
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300		215,000			1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000					200,000	30,000			14.6	21.710	15,047	8,826	39,337	14,828	—	100	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000			1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586		400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846		2,362,341	3,423,500	660,700		141.4				965,853	273,497	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779					309,276	738,000			42.0				139,355	loss.	—	100	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*				891,206	892,750			112.5				354,270	61,942	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000				14,100,600	3,3[illegible]8,000	2,190,000		253.4	1,820,253			2,417,324	637,545	10	50	104
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.						1,820,000	2,892,000			168.0							100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*				2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*				480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767		3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4s	100	107
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*				680,372	550,000	377		79.0				176,217		—	100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000					280,000					(In	progres	s.)				100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.						500,000	1,000,000							(In progr	ess.)		100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb.	Penn.	264,800		2,500			89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				100	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402		4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	124¼
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000					280,000	570,000				(Leased	to Phila.,	Wil. & Ba	lt.)			50	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604					392,550					(Leased	to Phila.	& Readin	g.)			100	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599					1,309,200	495,900				(Leased	to Phila.	& Readin	g.)		6	50	
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124		1,319,996	2,385,770	141,339		140.8						7	50	84
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.										130.0	350,378	82,393	71,288	512,864	60,969	—	100	
Oct. 31, 1868	47.0	—	—	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.										Evan	ville, H	enderson	& Nashv.)	537,691	133,709	—	100	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000					500,000				(Oper. by	(Leased	to Northe	rn Centra	82,923	8,095	—	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000				1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	60
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705		46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23
Oct. 31, 1869	83.7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000			999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.																	100	
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889		4,761,978			20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334		1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.										64.0						—	100	
Nov. 30, 1869	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208		150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000					90,000			60		(Leased	to Pittsbu	rg and Ce	nnellsvill	e.)	7½	50	
Nov. 30, 1869	51.0	42.8	80.3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374		3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132
Dec. 31, 1868	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000					150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)			100	
Dec. 31, 1868	78.0	—	2.0	—	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*				1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*				3,000,000				154.0						—	100	
Dec. 31, 1868	45.2	—	—	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*								12.5						—	100	
Dec. 31, 1868	60.0	—	—	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.										60.0						—	100	
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.						1,000,000	1,500,000				(In pr	ogress.)				—	100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	*				230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	50.3	1.7	—	—	7	8	2	91	Galveston, Houston & Henderson	Texas.							575,000			52.0						—	100	
Mar. 31, 1868	171.0	61.0	—	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897		4,156,000	389,500	194,688	1,130,529	233.0	657,607					—	109	
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*				475,000	167,000			20.0				1,003,724	491,889	6½	100	109
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.						1,000,000	1,000,000			61.0						—	100	
Dec. 31, 1868	884.0	523.0	—	—	328	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*				14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.0	165.5	—	—	99	125	30	1,418	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490		17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495			1,510,374	1,737,500	200,000		164.3	122,712	39,149		320,138	128,055	—	100	
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph ¶*	Missouri.						7,600,000	9,760,000			271.0				2,184,167		—	100	119
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550					1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112¼
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	—	518	Hartford and New Haven	Connecticut.	3,407,285	*				3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173¼
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606			2,037,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332		2,000,000	291,000	121,023	101,962	119.8				581,983	211,545	—	100	
Sept. 30, 1868	130.0	—	6.5	—	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*				2,000,000	2,600,000	140,000		135.0				897,617	528,297	—	100	
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Houston Tap and Brazoria	Texas.										50.0						—	100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669,382	2,516,607	19,484			13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*				706,580	1,927,614			58.8	191,777			291,564		—	100	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	26,278,710	8,018,170	10,901,506			970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	140¼
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.				(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)						100	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807				302.5						—	100	
Dec. 31, 1868	75.0	—	—	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.										75.0	237,250					—	100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.																—	100	
Jan. 30, 1868	13.0	—	—	—	4	2	—	64	Iron	Ohio.	314,897	*				132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500			400,000	130,000			11.0				32,361	22,727	—	100	
Dec. 31, 1868	116.0	—	10.0	—	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030		515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	50	
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491		2,000,000	3,120,000	732,290	1,432,644	225.0	693,819			1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	—	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000					1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	91
Dec 31, 1868	45.0	—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000					300,000	800,000				(Leased	to Michig	an Centra	l.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324					180,250	800,000			4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.							1,159,000			99.0						—	100	
Dec. 31, 1868	25.0	—	—	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*				250,000	500,000			25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)		100	
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.										16.0						—	100	
Dec 31, 1868	31.6	—	113	34.0	2	5	1	20	Knoxville and Kentucky ¶	Tennessee.										31.0						—	100	
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	Penn.	3,320,000	550,000				1,335,000	2,200,000	125,000		80.0	576,046			966,832	353,659	—	109	
																										—	50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	99½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	116½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,591	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	90
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,[illegible]	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Fr[illegible]fort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and N[illegible].Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	—	1,315,597	275,000	.....	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	—	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,874	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	—	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	66⅔
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	*2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	—	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	86,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	3,500,000	*	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	139½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	155
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	*1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.........La.				(In pro	gress.)										—	100	
Dec. 31, 1868	233.3	147.8		—	50	20	11	732	North Missouri ¶.........Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8				1,296,961	301,779	—		85
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania.........Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	138,476		67.7	460,143			1,132,731	463,114	5s	50	82
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern.........Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶.........Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	91
Mar. 31, 1868	69.0	13.0		—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	115
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey.....N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22		542	Norwich and Worcester ¶.Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.........Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994		—	100	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain...N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	91¼
Dec. 31, 1868	340.0	—		—	79	39	22	1,078	Ohio and Mississippi ....Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	36
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River.....Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	92
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport..Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96¼
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶...Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0		—					Orange and Newark.........New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	
Sept. 30, 1868	28.6	—	3.2	—					Oswego and Rome.........New York.	925,799	*			222,987	717,000	2,387						111,196	56,811	—	100	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse.........New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	
Feb. 29, 1868	283.0	—		—	52	48	26	705	*Pacific* ¶.........Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	
Dec. 31, 1868	47.6	—		—	15	23		131	Panama.........New Granada.	8,000,000				7,000,000	1,192,000			47.6						24	100	110
Dec. 31, 1868	14.5	—	14.5	—					Paterson and Hudson.........New Jersey.	630,000	—			630,000					(Leased	to Erie.)			53,400	8	100	
Dec. 31, 1868	12.0	—		—					Paterson and Newark.........New Jersey.	10,000,000				5,000,000	500,000				(Leased	to Erie)				—	100	
Dec. 31, 1868	15.1	—	—	—					Paterson and Ramapo.........New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	
Dec. 31, 1868	22.0	—		—					Pemberton and Hightstown.........Penn.	533,786				339,650	160,000					(Leased t	o Camden	and Amb	oy.)	—	100	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania.........Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	114¼
Oct. 31, 1869	47.0	15.9	53.0	—	23	4		2,050	Pennsylvania Coal.........Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225
Dec. 31, 1868	46.0	—		—					Peoria and Bureau Valley.........Illinois.	1,800,000	—			1,200,000	600,000			—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	
Jun. 30, 1869	86.0	—			7	7	6	100	Peoria, Pekin and Jacksonville...Illinois.	2,000,000	*			1,000,000	1,000,000									—	100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.........Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	2,272	—	50	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶....Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	58¼
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown..Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	163
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading..Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	107¼
Oct. 31, 1869	26.5	—	35.8	—					Philadelphia and Trenton..Pennsylvania.	1,436,338		339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore. Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	111
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶.....Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9¼	100	
Nov. 30, 1869	18.7	—	1.4	—					Pittsfield and North Adams.........Mass.	432,431	11,247			450,000									27,450	6	100	85¼
Sept. 30, 1868	23.0	—		—	3	2	1	30	Plattsburg and Montreal.........New York.			(In ha	nds of R	eceiver.)				23.0	34,971			60,642	5,313	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.........Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4		156	Portland, Saco and Portsmouth.........Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	100	115¼
Mar. 31, 1868	50.0	—		—					Portsmouth and Concord .N. Hampshire.	350,000	—			350,000	—			—	(Leased	to Concor	d.)		24,500	7	100	
Mar. 31, 1868	26.0	—		—					Portsmouth, Gt. Falls and Conway. N. H.	370,000	—			170,000	200,000			—	(Leased	to Eastern	.)	77,755	24,737	—	100	
Nov. 30, 1868	14.5	—		—	3	5	2	25	Providence, Warren and Bristol. R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester..R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138¼
Dec. 31, 1868	97.0	—		—					Raleigh and Gaston ¶.....North Carolina.															—	100	
Dec. 31, 1868	73.8	8.5		—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia.........Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga.........N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6¼	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶.........Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,398	6,123,789	574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶..Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7		—	6	10	5	131	Richmond and Petersburg ¶.....Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	
Sept. 30, 1868	38.3	—		—					Richmond and York River ¶....Virginia.	6,250,000	*			650,000	600,000			—	—	(Not in o	peration.)	—	—	—	100	
Sept. 30, 1868	22.0	—		31.0					Roanoke Valley.......Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	
Dec. 31, 1868	12.0	—		78.0					Rock Island and Peoria.........Illinois.					1,080,000	1,384,000			12.0		(Under c	onstructio	n.)		—	100	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg. N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland.........Vermont.	6,500,000								166.3	694,409	4 069,421	11,712,202	993,239		—	100	25
Dec. 31, 1868	175.0	—		—					St. Joseph and Council Bluffs...Missouri.	4,150,000	*			2,100,000	2,050,000		—	—	(About $5	0,000 a mo		nth.)		—	100	72½
Dec. 31, 1868	132.0	34.0		—	—	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000		—	132.0	(Leased to	Ind. & St.		Louis.)	517,941	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶...Missouri.	14,000,000				10,000,000	4,000,000			120.0				612,000	171,000	—	100	49
Dec. 31, 1868	151.0	—		—					St. Louis, Jacksonville and Chicago...Ill.						2,725,000			—	(Leased	to Chi. &	Alton.)	240,000		—	100	
Dec. 31, 1868	63.7	8.2		—	—	—	—	—	St. Louis and St Joseph ....Mo.					2,000,000	1,000,030			—		(Under co	nstruction	.)		—	100	
Dec. 31, 1868	68.9	—		—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.									—		(Under co	nstruction	.)		—	100	
May 31, 1868	80.0	—		—	7	7	3	50	*St. Paul and Pacific* (1st Div.). Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	
Dec. 31, 1868	86.0	—		200 0	7	4	5	111	St. Paul and Sioux City.........Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	
Nov. 30, 186	16.0	—		—	—	—	—	—	Salem.........New Jersey.	278,328	*			180,550	100,000			—	(Leased	to West J	ersey.)		16,533	6	50	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell.........Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91	—					17,500	1½	100	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark ..Ohio.	3,050,235	*			900,235	2,150,000	50,000	—	116.3	240,299			416,916	106,052	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna.........Penn.	1,300,702	*			1,269,150	97,000	106,120	—	54.0	155,070			172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley.........Pennsylvania.	576,841	—			576,050				—	(Leased	to Phila. a	nd Readin	g.)		5	50	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke. Va. & N. Carolina.						290,000			—						—	100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.........Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	
May 31, 1868	195.0	—		40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441	—	—	100	
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—			869,450	700,000			—	(Le	ased by N	orthern C	entral.)		6	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100	
Dec. 31, 1868	20.0	—		—	—	—	—	—	Shelby and Rush.........Indiana.	187,663	—			100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	100	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line.........Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100	
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*.........Iowa.					1,330,000	3,200,009			75.0				127,000		—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.........Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100	
Dec. 31, 1868	16.0	—		—	—	—	—	—	South Branch.........New Jersey.	438,300	—			438,300	—			—	(Leased	to Central	of New J	ersey.)		6	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶.........South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama.........Ala.					900,000				—		(I	n progres	s.)		—	100	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore.........Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Sept. 30, 1868	56.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.).........New York.	1,409,926	*			484,000	750,000	150,000		—		(Not in fu	ll operatio	n.)		—	100	
Sept. 30, 1868	123.0	[illegible]	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶. Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.........New York.					880,000					(Und	er const	ruction.)			—	100	
Dec. 31, 1868	50.0	—		23.5	9	4	2	119	Southern Minnesota.........Minnesota.	1,500,000	*							—				250,000		—	100	
Dec. 31, 1868	91.0	—		236.0					*Southwest Pacific* ¶.........Missouri.									91.0						—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	....—	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	569,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250.700	—	21,181	33,414	11.1	64,100	2,262,375	639,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,997	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	—	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	56½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	—	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	—	—	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	39½
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	—	(Leased	to Vermo	nt Centra	l.)		8	100	102½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,698	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)				7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)		.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	—	1,022,450	1,800,000	304,413	—	—	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.			(Und	er const	ruction.)				—		(Not	in operati	on.)		—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.			(Und	er const	ruction.)				—		(Not	in operati	on.)		—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	—	.....	.....	317,050	.....	76,845	—	—	(Le	ased to N	orthern C	entral.)		—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	125
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	68½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	—	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	....
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
Oct. 31, 1868	64 0	—	—	—	-	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	101⅞
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	30
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	39
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	14¾
Dec. 31,'68	—	—	—	Hoboken and Hudson City.N.J.	.....	.....	.....	.....	.....	.....	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	—	—	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	36
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	69½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	.....	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11¾	50	30	46
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	.....	.....	.....	.....	.....	.....	—	....	....	23½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'68	4.06	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	10	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	...
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	...
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74¾
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	...
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	...
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	75
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	92
Chicago and Alton, pref.....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	18,159,097	7	10s	88⅝
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.....	5,253,836	...	...	121
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref.....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81⅝
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	78½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,586	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.,York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	70
Schuylkill Navigation, pref.....	2,888,997	6	6	35½
Union, preferred.....	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	33 — @ 36 —
Pig, American, No. 1.....	32 — @ 33 —
Pig, American, No. 2.....	30 — @ 31 —
Pig, American, Forge.....	29 — @ 30 —
Bar, Refined, English and American.....	— — @ 75 —
Bar, Swedes, assorted sizes.....(gold).	85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	110 — @ — —
Bar, Refined.....	75 — @ 77 50
Bar, Common.....	72 50 @ — —
Scroll.....	87 50 @115 —
Ovals and Half-round.....	95 — @110 —
Band.....	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ½@3-16 inch.....	85 — @120 —
Hoop.....	105 — @145 —
Nail Rod .....per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s.....(gold)	— 11 @ — 11½
Sheet, Single D. and T. Common	— 4¾@ — 5½
Rails, English.....(gold).....per ton.	59 — @ 60 —
Rails, American, at Works in Penna..c'y.	71 — @ 72 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 18
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11½@ — 14
English German (2d and 1st quality).....	— 13 @ — 15
American Blister "Black Diamond".....	— — @ — 12
American, Cast, Tool, do.	— — @ — 18
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 100 lb	4 25 @ — —
Clinch.....	— — @ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ — 28
Copper	— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— — @ — 39½
Straits.....(gold).	— — @ — 38
English .....(gold).	— — @ — 35½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 75 @ 9 —	10 — @ 10 50
I. C. Coke.....	7 — @ 7 75	8 25 @ 9 25
Coke Terne.....	6 — @ 6 25	7 25 @ 7 75
Charcoal Terne.....	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 13⅜@ — 13¾
Crude, 40 @ 47 gravity (in shipping order)	— 18 @ — —
Refined, prime L. S. to W. (110 @115 test)	— — @ — 25
Refined, Standard White (in ship'g order).	— 26½@ — 26½
Refined, prime White (in shipping order).	— 27½@ — —
Refined, S. W. (in jobbing lots).....	— 27½ @ — 28½
Refined, S. W. (in tin)	— 30½@ — 32
Naptha, Refined, (65 @ 73 gravity).....	— 9 @ — 9½
Residuum.....per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Canton Co.....	....	....	....	68	....	
Central Pacific 6s.....	93½	....	....	93½	93	93½
Central of N. Jersey...	108½	107⅞	107⅞	109½	....	109
Chicago & Alton.....	118	118	....	....	117½	117
" pref.....	118½	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	160	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.....	....	....	....	....	....	....
Chic. & Northwestern .	84	82⅞	82⅞	82⅞	82	82⅞
" pref.....	89½	88⅞	88⅞	88	88⅞	88⅞
" 1st M.....	96½	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	93	....	....	....	....	....
Chic., Rock Isl. & Pac..	118½	117½	117	118½	116⅝	116⅞
Chicago & R. I. 7s, 1870.	101½	....	....	....	....	102
Chi., R. I. & Pa. 7s, 1896....	....	....	....	....	....	....
Clev., Col., C. and Ind.....	....	80½	82	....	84½	
Clev. and Pittsburg.....	109½	....	109½	109½	109½	....
" 2 M.....	99	....	....	....	....	....
" 3 M.....	96	....	95	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	103½
Col., Chi., & Ind. C.....	20½	20½	20½	19⅞	20	20½
" 1 M.....	84½	84½	84½	84½	84½	....
" 2 M.....	....	....	....	....	68	....
Cumberland Coal pref.....	....	....	....	....	....	....
Del. & Hudson Canal.....	124⅞	....	124½	....	....	125
Del. Lack. & Western.	111	111	....	....	104x	104
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M. 7s.....	....	....	....	....	....	....
Dubuque & Sioux City.....	....	107½	....	107	....	
Erie Railway.....	24⅞	24½	....	23	....	25
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879	95½	....	....	....	....	....
" 3 M. 7s, 1883.....	92	....	....	92	....	
" 4 M. 7s, 1880	84	83⅞	....	83½	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.	118½	118	118½	118	118	119
" pref.	119	119⅞	120	120½	121	....
Hudson River.....	....	....	....	....	....	....
" 1 M. 7s, 1869.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	139⅞	139	....	139	....	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98⅞	98	99	98⅞	99⅞	99⅞
Lake Shore Div. bonds.....	....	....	....	....	93½	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
" conv. 8s, '69.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	100	....	....	....	99½
" 2 M.....	95	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	15	15	15½	15½	....	15½
" Tr. 10s ctfs.	40	....	....	....	....	....
Milw. and St. Paul.....	65⅞	65½	65⅞	65½	65½	66½
" pref.....	81	80½	....	80½	80⅞	81
" 1st mort.....	96	....	96	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con..	94½	....	....	....	....	95
Missouri 6s	94⅞	95	94⅞	94⅞	94⅞	....
" H. & St. J. iss.....	....	....	....	....	....	94½
Morris and Essex.....	90	89½	86½	88⅞	88½	89
" 1st mort.....	....	101	....	....	....	....
" 2d mort.....	....	....	....	99⅞	....	
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 7s, conv. '76.....	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98⅞	98½	97⅞	97½	98½
" certificates.	94½	....	....	93	92½	94½
N. York and Harlem...	140	140	140	138	138	139
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1875.....	....	....	....	....	....	....
N. Carolina 6s	49½	49⅞	49½	49	....	
" new	....	....	....	27½	27½	27½
Ohio and Miss.....	37⅞	37½	37⅞	37½	35½	35½
" pref.....	75	....	....	....	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co....	41⅞	42½	42½	41⅞	40½	41½
Panama	....	130	129x	115	....	
Phila. and Reading.....	107	107	107⅞	106⅞	106⅞	107½
Pitts., Ft. W. & Chi. gtd.	95x	....	....	96	....	....
" 1 M.....	....	105	....	....	....	....
" 2 M.....	100⅞	....	....	....	....	....
" 3 M.....	94	....	....	....	....	94⅞
Quicksilver Mining Co.....	....	7⅞	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	78
Tennessee 6s.....	66½	66½	67	67	66	66
" new.....	61½	64½	65½	64½	64½	64⅞
Tol., Wab. & Western..	56	55⅞	56½	56⅞	56½	....
" pref.....	....	....	....	....	....	....
" 1 M. ex.....	94	94	....	....	....	....
" 2 M.....	84½	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
Union Pacific 1st mort..	87⅞	87⅞	....	....	....	....
Virginia 6s, ex-coupon.....	68½	69½	....	....	....	....
" new	69½	....	....	....	....	69

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108	107⅞	107¼	....	108¼	
U. S. 5s, 10-40s, reg	....	107⅞	....	....	....	....
U. S. 6s, 1881, reg	114⅞	....	114⅞	....	....	....
U. S. 6s, 1881, coup	117⅞	117⅛	117⅞	....	117⅛	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	111⅛	....	....	112¼	111	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	110⅞	110⅞	....	111⅜	....	111¼
U. S. 6s, 5-20s, reg. '65.	110¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	111	110⅞	110⅞	111¼	110⅞	111⅜
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	113⅛	113	112⅞	113⅞	113	113⅞
U. S. 6s, 5-20s, reg. '67.	109⅛	....	....	....	....	109⅛
U. S. 6s, 5-20s, c. 1867.	113⅞	113⅛	113	114	113⅛	113⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	113⅛	113⅛	113	114	....	....
U. S. 6s, Pac.R.R.issue	114⅛	114	....	....	113⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
.. preferred	....	....	38	....	37⅞	....
Camden and Amboy	118⅛	118⅛	118⅜	118⅜	119	119
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	89¼	....	89⅜	....	
.. mort. 6s, '89	94¼	94	....	....	94¼	94¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	...	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35	34⅞	34⅛	34⅜	....	
.. 6s, 1884	....	....	....	....	....	85
.. Gold L.	89⅛	89	....	....	....	....
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	58⅜	58⅛	58¼	....	58⅛	58
.. 6s new coup	....	....	....	....	96	....
.. 6s new reg	....	....	....	....	....	96
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	54	54	54	....	53⅜	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	95⅛	....	96
.. 7s	90⅛	....	89⅜	....	89	....
.. 10s, 1887	110	109⅞	....	....	....	....
Northern Central	45⅛	....	....	....	....	....
Pennsylvania R. R.	58⅜	58⅛	58	58	57⅞	57⅛
.. 1st M.	103	....	....	....	....	....
.. 2d M.	98⅛	....	....	....	....	99
Penn. State, 6s. 1st series	....	....	105⅞	....	106⅛	....
.. 6s, 2d series	....	....	....	....	109⅛	....
.. 6s, 3d series	....	....	....	....	112⅜	....
.. 6s, W. L.	105⅛	....	....	....	....	....
Philadelphia City, 6s	98	....	98	....	98	....
.. new	100⅜	100⅜	100⅜	100⅛	100⅛	100⅛
Philad., Germ. & Nor.	....	....	....	83	....	....
Phila. & Reading	53⅛	53⅛	53⅜	53⅜	53⅜	53⅛
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	....	29⅞	....	....	29⅛	....
.. 6s	....	92	....	....	92	92
.. 7s	....	93	93⅜	93⅛	....	....
Schuylkill Navigation	....	8⅛	....	8⅞	8⅛	8⅛
.. pref	....	18	....	....	17⅞	....
.. 6s, 1882	73	74	74	74	70	....
.. 6s, 1876	....	....	70	....	....	....
.. 6s, 1872	....	70	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	45	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	15	....	14⅞	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	23⅛	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	....	95⅛	....	....	94⅛
.. 1886	....	93	....	....	....	....
.. 1890	94⅜	94⅜	....	94⅞	94⅜	94⅜
.. 1884	....	....	....	....	94⅛	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	96	....	....	....	....
Marietta & Cin. 1st M.	....	94⅞	....	95⅞	95	96⅛
.. 2d M.	75⅞	75⅞	....	....	....	76
Northern Central	45	44⅜	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	....	149	....	....	148⅞	
Boston and Lowell	....	133x	....	....	....	
Boston and Maine	145	....	....	....	....	
Boston and Providence	....	140⅛x	....	....	....	
Boston, Hartford & Erie	4⅛	4⅛	3⅞	4	....	4⅛
.. 7s, new	28⅛	27⅞	....	....	29⅛	
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	x134⅛
Eastern	....	....	....	....	....	....
Fitchburg	....	132	....	....	132	
Manchester & Lawr'ce	....	134	....	....	....	....
Michigan Central	125⅛	121⅛x	....	....	120	
Northern, N. H.	....	115⅛	....	....	....	....
Ogdens. & Lake Champ	94⅞	....	93⅛	91⅛	....	91⅛
.. pref	....	....	....	....	....	....
Old Colony & Newport.	97	96⅞	....	....	....	96⅞
Ph., Wil. & Baltimore	....	....	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	42	41⅛	....	41	....	39⅜
" 6s	84⅞	85⅞	....	....	....	....
" Land Grant 7s	....	76⅛	76	....	....	....
" Income 10s	....	86⅞	86	85	....	84⅜
Vermont & Canada	....	105⅛	....	....	....	....
Vermont & Mass	....	65⅛	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	101⅛
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	75	....	75
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	5	5⅛	....	....	....	....
Franklin ..	....	....	....	....	....	4⅛
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	7	....	....
Quincy ..	....	....	19⅛	20	....	....

London Stock Exchange.

	Closing Prices. June 17.	Closing Prices. June 10.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	68 — 72
Do. do., 2d mort., 1881	60 — 65	63 — 68
Do. Penn., 1st mort., 1877	65 — 70	68 — 72
Do. do., 2d mort., 1882	60 — 55	63 — 68
Do. Consol. 7 per cent. mort. 1890	27⅛— 28⅛	27⅛— 28⅛
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 75
Do. 2d mort. 8 p. c.	70 — 73	70 — 75
Erie shares 100 dol. all paid	18 — 18⅛	17⅛— 18
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	113⅛—113⅞	111⅛—112⅛
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	92 — 93	91⅛— 92⅛
Do. $50 shares	44 — 46	44 — 46
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, July 2, 1870.

Stock Exchange and Money Market.

Money has been moderately active, since our last, on the basis of the old rates of 3@5 per cent. on call, and 5@7 per cent. per annum in the discount form. The demand for accommodation, especially from street borrowers, has been promptly met at the ruling figures. There has been a continued call for currency from the interior, chiefly for grain moving purposes, which has had its effect on the averages of the city banks. The banks, in their last weekly statement, exhibited a further loss of nearly 2½ millions of deposits, nearly a million of legal tender notes, and five-eighths of a million of specie. They added $328,363 to their loan and discount item, and $21,470 to their circulation. The U. S. Sub Treasury, last week, added over three millions to its currency balance, and a small amount to its coin reserve. Further important additions have been made to the half-yearly interest and dividend announcements of the banks, insurance companies, institutions for savings, trust and railroad companies, the commencement of the disbursement of which interest and dividends has been fairly made in the current week. The United States Treasury led off on Tuesday with its July Gold Interest on the Public Funds, to the amount of $2,407,026, and on Wednesday, to the amount of $1,280,913, which sums were not formally embodied in the official statement of daily gold payments by the office, until July 1. Of the $29,000,000 Gold Interest due to the public in July on the Public Funds of the United States, about $9,000,000 will be collected for Foreign account, and to this large sum to go abroad, or to be reinvested here for Foreign account, may be added about $1,500,000 or $2,000,000 Gold Interest on other American securities. The United States Treasury will pay Currency Interest on $65,000,000 of bonds advanced to the Pacific Railroads. The Pacific Roads themselves pay Gold Interest on about $60,000,000 of their own First Mortgage Bonds. Next to these will come about $3,500,000 Dividends on $70,000,000 of the $84,904,000 City Bank Capital, the remainder dividing on other months than January and July. Then will succeed, later in the month, the half-yearly Interest on $119,870,000 Savings Deposits in New York and on $27,333,000 in Brooklyn. The increase of Savings Deposits in this and the neighboring City of Brooklyn in the last year is close upon twenty million dollars, and the half-yearly Interest this July will average 3¼ per cent. The State of Indiana pays off $1,000,000 principal of the old debt of the State: the State of New York $700,000, and the State of California $182,000. The interest on the various State Debts and on a large amount of Railway Mortgages and numerous Miscellaneous Dividends will bring up the grand total of July payments to over fifty-five million dollars, of which full two-thirds will be in Gold.

The specie reserve of the city banks according to the latest return is $28,228,985, against $20,257,140 same time last year. The city bank deposits are now $217,522,555, against $181,774,695 week ending June 26, 1869. The legal tender reserve amounts to $57,215,525, against $48,163,920 same time last year. The circulation now stands at $33,094,113, against $34,214,785 same time last year. The loans are now $277,017,367, against $260,431,732 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $89,537,211 a day, against a daily average of $83,145,447 the preceding week, and $95,855,343 the week ending with June 11, 1870. The current weeks' exchanges average about 88 millions a day. The city banks, last week, reported a loss of $666,986 of specie, $2,410,297 of deposits, and $904,686 of legal tender notes. They increased their loans, $328,363; and their circulation, $21,470.

The city bank exchanges on Wednesday were about 95 millions.

National Bank notes to the amount of $313,810 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $325,651,134, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $26,183,688, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date

of $299,467,446. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,268,-050; and for the public deposits, $16,434,000—making a total of $358,702,050. The Treasury Department last week redeemed and destroyed $558,373 of worn and mutilated fractional currency, and issued $812,516 of new.

The U. S. Sub-Treasury receipts, week ending with June 25, were $4,501,858 in coin, (including $2,142,000 from customs duties,) and $5,496,698 in currency; payments, $4,309,177 in coin, (including $307,279 of coin interest,) and $2,478,420 in currency; balance at the close of the week, $90,-301,735 (including $76,122,771, of coin, and $12,-769,891 of currency,) against $88,287,680 at the close of the preceding week, showing an increase of $2,014,055. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $408,190 in coin, (including $317,518 from customs,) and $642,521 in currency; payments, $128,697 in coin, (including $119,762 of coin interest,) and $285,169 in currency. On Tuesday, receipts, $1,016,597 in coin (including $418,776 from customs), and $648,-822 in currency; payments, $517,998 in coin (including $23,053 of coin interest) and $253,793 of currency. The balance at the close of business on Tuesday stood at $91,631,902, (including $13,-522,272 of currency, and $76,900,862 of coin,) against $90,971,585 a week previous; and $87,-747,582 on June 14, 1870.

The U. S. Sub-Treasurer issued in May $5,-409,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,-809,689 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $90,096,371.

Government revenues yielded moderately last week The excises, during the week yielded $4,-931,116; customs at the port of New York, $2,-037,689, and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $8,013,500 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $180,574,999.

Gold has been moderately active, but at a lower range of the price, the extremes having been from 110¾@112, and the closing quotation on Wednesday 111⅛. Early in the week, the failure of an extensive speculative operator for a rise, and the resulting forced sales, on this account, seriously depressed the price. Toward the close, the dealings assumed a more confident form, and the market closed rather buoyantly. The specie exports, last week, slightly exceeded a million and a quarter. On Tuesday of the current week, the *Hammonia* took out $35,000. Government paid out through the Sub Treasury here on Monday and Wednesday, some 3¾ millions on account of the July coin interest. On Wednesday, the Aspinwall steamers delivered $169,117 of California gold. Government marketed a million of Gold on the same day at from 111 51 to 111 56. The aggregate of the bids was $2,900,000.

The U. S. Sub Treasury, at Boston, closed the week with cash balance of $7,330,539, including $5,321,566 of coin. The customs revenue at that port, for the week, was $460,955.

The coin balance of the Treasury Department on Monday was $112,133,057, including $34,823,-500 on private deposit; currency balance, $21,-974,626.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,513,596.

The customs demand for Gold last week, averaged $339,615 a day; thus far, this week, it has averaged $368,147 a day, or equal to a weekly aggregate of $2,208,882. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $11,104; and since Jan. 1, 1870, $7,016,220, against $8,904,140 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $132,984,544 against $123,703,122, in 1868-'69.

The customs revenue of the port on Wednesday was $448,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 19th, was $3,731,000, against $3,235,000 same time last year.

The exports of specie, from this port, last week, were $1,270,139 against $540,767 same week last year; total, since July 1, 1869, $33,109,247, against $36,633,992 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $307,279, and since July 1, 1869, $86,380,851 against $87,878,047 in 1868-'69.

The specie exports from San Francisco, from Jan. 1 to June 19th, were $16,104,000, against $15,-937,000 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $1,297,806.

The demand for foreign exchange has been somewhat brisker, and more firmness has been noted in rates Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.20c.@5.15; sight bills on London to 110¼@110½, and on Paris to 5.14½c.@5.13½. The offerings of produce bills have been more liberal since our last. The week's exports of domestic produce have been to the currency value of $4,483,940, making the total since July 1, 1869, $199,075,196, against $167,463,870 same time preceding fiscal year.

Government securities have been more sought after, particularly toward the close, and prices have shown an upward tendency on quite limited offerings for the season. On Thursday of last week, Government bought in a million of Five Twenties at from 110.29@110.48, net; and on Thursday of the current week, two millions more, on account of the Special Fund, at about the market rates.

U. S. sixes of 1881 closed here at 117¾@118; U. S. Five-twenties of 1862, 111½@111⅝; U. S. Five-twenties of 1864 at 111¼@111⅜; U. S. Five-twenties of 1865 at 111¼@111⅜; U.S. Five-twenties of 1865 consolidated, 113⅝@113¾; U. S. Five-twenties of 1867, 113¾@113⅞; U. S. Five-twenties of 1868, 113¾@113⅞; U. S. Ten-forties at 108⅛@108¼; U. S. Six per cent. currency bonds, 113¼@113¾.

State bonds have been in quite general demand at firm and buoyant prices.

Railway bonds have been in good investment request, including Central Pacific Sixes, which closed at 93@93¼. Union Pacific Sixes at 87⅜@87⅝.

Railway and miscellaneous share property has been fairly active but variable in price. The latest dealings showed a livelier and quite buoyant market.

At Frankfort on Wednesday U. S. Five Twenties closed at 96⅛; and Central Pacific First Mortgage Bonds at 77½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 15.	June 22.	June 29.
Consols	94⅞	92⅞@92½	92¾
U. S. 5-20's of 1862	90¼	90	90⅜
U. S. 5-20s, 1865	88⅜	89⅜	90
" 1867	91⅛	88¾	89⅜
" 10-40s	87¼	87¾	88
Erie	18¼	19½	19
Ill. Central	114	113¼	114
At. and Gt. West	28	28½	28

At the auction sale of Scranton Coal on Wednesday 80,000 tons were disposed of at firmer prices, ranging from $4.00@$5.25 (against $4.07½@5.10 at the May sale) per ton of 2,240 lbs., deliverable at Elizabethport, N. J.

There has been a less extensive trade reported in domestic produce, since our last, though prices of most kinds have favored buyers. Middling upland cotton closed at 20¾ cts. per lb. The stock of cotton now here is given at about 45,-000 bales. The receipts at the port this week, have averaged about 1,175 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,780,300 bales, against 2,020,950 bales in 1868-'9; exports, same time 2,070,675 bales, against 1,408,775 bales same time in 1868-'9; stock on hand at latest dates, 193,475 bales, against 73,550 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 7,695 pkgs., against 14,714 pkgs., same time in 1869. From Boston, 2,819 pkgs. in 1870, against 4,267 pkgs. same time in 1869.

Foreign merchandise has been moderately dealt in at, in the main, former prices. The week's imports made an aggregate specie value of $6,268,-588, against $5,204,934 the preceding week.

At the Live Stock markets, this week, Beeves have been in slack demand at from 10@17c. per lb.; week's receipts, 6,499. Milch cows have been in more demand, at $40@$100 each, receipts, 71. Veal calves have been moderately inquired for at from 6@11c. per lb.; receipts, 18,663. Sheep have been in rather better request at from 4@7½c.; lambs at 8@14c. per lb.; receipts, 18,663. Swine dull at 9¼@9¾c. per lb., all live weight; receipts, 22,614.

Ocean freights have been less active, and rates have been quoted lower, in most instances, but closed with reviving firmness. For Liverpool we quote flour at 1s. by sail, and 1s. 3d.@1s. 6d. by steamer, per bbl.; grain at 3½@4½d. by sail, and 4½@5d. by steamer, per bushel; cotton at ⅛d.@3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 15s.@35s. by steamer, per ton. For Havre, flour at 65c., gold, per bbl.; and wheat, 8½d. per bushel. Total number of vessels in port on Wednesday, 453.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 28, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,634,936	$4,483,940
Previously reported...	83,962,953	83,485,680
Since Jan. 1.....	$87,597,889	$87,969,620

The imports for the week ending June 25, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,197,486	$1,089,790
Gen. merchandise.....	4,007,448	5,178,798
Total for the week.....	$5,204,934	$6,268,588
Previously reported....	152,319,585	141,626,675
Since January 1.....	$157,524,519	$147,895,263

The balance in the Sub-Treasury on Wednesday was $90,096,371 17.

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Missouri 1st mort., 89¼; Central of New Jersey new bonds, 102¾; Quincy and Toledo 1st mort., 84½; Toledo, Peoria and Warsaw 1st mort., W. D., 84; do. E. D., 85; New York and New Haven 6s, 97; Ohio and Mississippi consol. bonds, 92; St. Louis and Iron Mt. 1st mort., 89½; Chicago and Gt. Eastern Income bonds, 40½; Stonington R. R., 90; New Jersey R. R., 119; North Carolina 6s, special tax, 25½; South Carolina 6s, new, Jan. and July, 82; N. Y. State 7s, Bounty Loan, reg., 112½; Louisiana 6s, 78; do. 7s, 81½; Arkansas 7s, issued to Little Rock and Fort Smith R. R., 75½; Brooklyn 6s, W. L., 95; Adams Exp. Co., 67⅜; Am. Mer. Union Exp., 44; Wells-Fargo Exp., 16½; U. S. Exp., 45⅞; Wilkesbarre Coal and Iron, 65; Maryland Coal Co., 31; Consol. Coal Co. of Md., 29; Western Union Telegraph, 34⅞; do., 7s, 89; Atlantic Mail S. S. Co., 31; Black Hawk gold, 0.29; Central gold, 0.27; Grass Valley gold, 0.38; Liberty gold, 0.02; Smith and Parmalee gold, 1.00.

Philadelphia.—Wyoming Valley Canal bonds, 75; Schuylkill Nav. 7s, Boat Loan, 75; Lehigh Nav. Conv. Loan, 79¼; Penn. and New York Canal 7s, 92; Chesapeake and Delaware Canal, 40; Warren and Franklin 7s, 86; Perkiomen bonds, 80; Philadelphia and Reading 1843-80, 94⅛; West Jersey R. R. 7s, 96½; Oil Creek and Allegheny River R. R., 46; do. bonds, 81¼; Pennsylvania Inclined Plane Loan, 111; Union Passenger R. R., 44; Germantown Passenger R. R., 30; Big Mt. Coal, 6⅛. The latest quotations are: City 6s, 98@98½; do., free of tax, 100½@100⅝; State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do. 1st series, 105½@105¾; do., 2d series, 109@109¾; do., 3d series, 112@113; Reading 53⅜@53½; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@—; Camden and Amboy, 119@119½; do., mort. 6s, 1889, 94@94¼; do., 1883, 92@94; do., 1889, 89@90; Penn. R. R., 57¼@57½; do., 1st mort., 102½@103; do., 2d mort., 98½@99; Little Schuylkill R. R., 45¾@46½; Morris Canal, 25@30; do., pref., 70@72; do., 6s, 83@83; do., scrip 7s, 65@—; Susquehanna Canal, 6½@—; do., 6s, 45@50; Schuylkill Nav., 8@8½; do., pref., 17¾@18; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 38½@—; do., 7s, 1873, 95½@96½; do., 5s, 60@61; Lehigh Coal and Navigation, 34⅛@34¼; do., 6s, 1884, 85¾@86; do., R. R. Loan, 91@92; do. Gold Loan, 88@89½; North Pennsylvania, 41@42; do., 6s, 95¼@96; do., 7s, 88¾@89; do., Chattle 10s, 109@—; Philadelphia and Erie, 29¼@29½; do., 6s, 91⅞@92; Minehill, 53⅞@54; Catawissa, 14@16; do., pref., 37½@37¾; Lehigh Valley, 58⅛@58¼; do. 6s, 95@96; do., 6s, reg., 95⅞@96⅛; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@49; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 23½@24; Green and Coates, 39@39; Chestnut and Walnut, 45½@46; Hestonville, 14½@15; Union, 44@44¼.

Boston.—Vermont Central 1st mort., 86½; Western R. R. 6s, 1875, 100⅝; Maine Central 1st mort., 1900, 99; Maryland and Delaware 7s, 1st mort., 78½; Stanstead, Shefford and Chambly 7s, 82; Vermont and Massachusetts 6s, 91¾; Mansfield and Framingham 1st mort., 7s, 95; Old Colony and Newport 7s, 103⅛; do., 6s, 1876, 96⅛; Boston, Concord and Montreal 7s, 1889, 90¾; do., 1870, 90½; Vermont Central and Vermont and Canada R. R. 8s, 1889, 104½; do., 1876, 104; Northern R. R. 6s, 1874, 99; Burlington and Missouri R. R. 7s, 90; Keokuk and St. Paul R. R. 8s, 99; Cedar Rapids and Missouri 7s, 1916, 87¾; Central Pacific 7s, gold, 107; Indianapolis and Cincinnati R. R., 19; Cincinnati, Sandusky and Cleveland, R. R., 36; do., 7s, 1900, 76; Rutland pref., 78½; do., 7s, 86¼; Eastern (N. H.) R. R., 113½; Connecticut and Passumpsic Rivers R. R. pref., 91½; do., 7s, 1876, 100; Chicago, Iowa and Nebraska R. R., 120; Summit Branch, 40⅞; Norwich and Worcester R. R., 106; Cary Imp. Co., 7¼; Waverly Land, 1½; Maine 6s, 1883@1889, 98¾; Massachusetts 5s, 1894, gold, 97½; do., 6s, 5-20s, currency, 101; Chicago 7s, River Imp., 97¾; Bath 6s, 1891, 90⅜; St. Louis 6s, 1874@1887, 94½; Cook Co., Ills., 7s, 1880, 96⅞; Taunton 6s, 1880, 98¾; Portland Water Co. 1st mort., 6s, 1888, gold, 88¼; Boston 5s, 1883, gold, 97¾; do. 1878, 97½; Portland 6s, R. R. Loan, 91¼; Charlestown 6s, 1876, 99¼; Haverhill 5s, 1889, 85¼; Mesnard Mining Co., 25c.

Baltimore.—Maryland Defense Loan, 102⅛; Virginia 6s, old, reg., 55; do. 1866, 66; Richmond and Danville bonds, 77½; Orange, Alex. and Manassas bonds, 81¼; Pittsburg and Connellsville bonds, 93¼; Orange and Alexandria 2d mort., 81½; Central Ohio R. R., 24; Parkersburg R. R., 23½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93¼@93¼; Baltimore and Ohio, 139½@142½; do., 6s, 1875, 97@—; do., 1880, 96@98½; do., 1885, 94¾@96; Northern Central 44⅞@45½; do., 6s, 1885, 93@95; do., 1900, 88@—; do., 6s, 1900, gold, 98@100; Parkersburg Branch, 23½@23½; N. W. Va. 1st mort., 96@—; do. 2d mort., 96@98; do., 3d mort. 1885, 92@93⅛; Marietta and Cincinnati 7s, 1892, 96¼@97; do., 2d mort., 76½@77½; Central Ohio, 23½@25; do., 1st mort., 84½@84¾; Western Md. 6s, 1890, 75@79; do., guar., by Baltimore City, —@—; do., 2d mort., guar., —@—; do., 6s, pref., 65¼@66; do., 6s, guar., by Washington Co., —@85; Richmond and Danville bonds, 77@77¼; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 79½@81; do, 3d mort., 8s, 85@85; do., 4th mort., 8s, 78½@79¼; Orange, Alexandria and Manassas 7s, 81@81⅝; Virginia and Tennessee 8s, 85@90; do., 6s, 1st mort., 85½@91; do., 6s, 2d mort., 76¼@77; Baltimore 6s, 1875, 95@95¼; do., 1884, 94@96½; do., 1886, 94@94½; do., 1890, 94½@94¾; do., 1893, 93@94¼; do., 5s, 1838-'70, —@90; Memphis City 6s, 54@55; Maryland Defense Loan, 1883, 102@102⅛; City Passenger R. R. 22@23½; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.75; Bare Hill, 0.21@0.25.

Jacksonville, Pensacola and Mobile R. R.

By the official statement of the officers of this road, it appears, that the earnings for the six months ending March 31st last, were $245,666 85.

Work is progressing towards Mobile to which point it is expected the track will be laid by next summer. Whe the Apilachicola River is reached, and it is contemplated to complete to that point within the coming three months, the immense traffic from Northern Florida and Southern Georgia will find its way to a market over this road, and the earnings will be augmented to an extent that can be estimated only by those who are acquainted with the large product of Cotton and Lumber of that region.

The people of the State of Florida take a lively interest in the completion of the Road to Mobile, and the Legislature has granted aid to the extent of sixteen thousand dollars per mile—the State issuing her Bonds, bearing Eight per cent. interest—principal and interest payable in Gold in the City of New York, in exchange for the Bonds of the company, which are a first lien on the road.

Nelson Tool Works.

In connection with the Advertisement of these works on another page of this week's issue, we take pleasure in calling attention to the following extract from the Report of the Judges in Depart. V., Group 7, at the 38th Annual Fair of the American Institute, held in this city in October, 1869:

No. 22 Mining, Paving and Blacksmiths' Tools.
G. W. Menomy, 157 E. 32d st.

For appropriate design, excellence of material, and high character of workmanship, these tools surpass all others known to the Judges. They are eminently entitled to a First Premium.

New York, Oct. 27, 1859.

John Matthews, Jr., L. Bradley, J. H. Brown. } Judges.

A true copy from the Report on File.
Jno. W. Chambers, Sec'y.

Red River Construction Company.

This company have the contract for the construction of the first division of the Northern Pacific Railroad, and advertise in another column of this paper for proposals from "contractors of ability and experience" for constructing sections of from one to forty miles. Proposals will be received at any time at their office in Minneapolis.

☞ We invite attention to the Advertisement of Mr. John J. Roberts, in another column. Mr. R. has just resumed his business after an absence of three or four years. His experience both here and in England for the last twenty-five years enables him to give every satisfaction to his railroad friends, and those employing him.

☞ The first meeting of the Western Extension Railway Company since the opening of the line was held at St. John, New Brunswick, on the 16th ult. The report shows a considerable surplus of receipts over expenditure; the amount of traffic much greater than expected, and the prospects of the road are considered very promising.

Memphis and St. Louis Railroad.

Our Memphis exchanges are highly elated with the prospect for the early building of this road. It runs through Marion and Osceola, in Crittenden and Mississippi counties, Arkansas, New Madrid and Cape Girardeau, Mo. The *Avalanche* says:

The State of Arkansas will issue to the contractors of this road levee bonds to the amount of $25,000 per mile, and will give $10,000 per mile for the purpose of laying down the iron. The cost of grading will not exceed $20,000 per mile, and the iron will not cost much over $12,000 per mile. The company of which Mr. Porter is President is composed of eastern capitalists, who possess large means and who intend to build the road as rapidly as possible.

Work was commenced on the road at Hopefield, opposite Memphis, last week. Morley is the northern terminus of the road, where it intersects the Iron Mountain road, 163 miles from St. Louis.

Commerce of New York.

The foreign imports at New York for the month of May 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$12,514,151	$13,027,399
Do. for warehousing....	12,876,131	10,474,170
Free goods.....	1,256,112	1,115,039
Specie and bullion.....	403,267	667,807
Total entered at port...	$27,049,661	$25,284,415
Withdrawn fr. wareh'use	8,379,918	10,615,377

The foreign imports at New York for the five months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$70,145,030	$67,608,754
Do. for warehousing....	60,730,169	54,895,437
Free goods.....	6,594,957	4,966,720
Specie and bullion.....	9,097,255	6,974,809
Total entered at port...	$146,567,411	$134,445,720
Withdrawn fr. wareh'use	45,382,895	52,079,845

The foreign imports at New York for eleven months of the fiscal year were:

	1869.	1870.
Six months ending Jan 1.....	$123,552,971	$134,708,154
January.....	22,542,529	24,725,375
February.....	25,827,280	25,367,998
March.....	34,793,290	29,695,633
April.....	36,354,651	29,372,299
May	27,049,661	25,284,415
Total for 11 months..	$270,120,382	$269,153,874
Deduct specie.....	12,143,744	12,752,011
Total mdse.....	$257,976,638	$256,401,863

The duties received at New York for eleven months ending with May, were:

	1869.	1870.
Six months ending Jan. 1.....	$57,845,963 97	$61,552,308 75
January	9,615,894 43	9,840,502 99
February	11,996,628 46	11,750,424 06
March.....	13,027,672 02	11,977,323 42
April.....	10,727,099 86	12,799,598 49
May	9,688,820 34	11,473,412 25
11 months.....	$112,902,079 08	$119,393,569 96

The exports from New York to foreign ports in the month of May, were:

	1869.	1870.
Domestic produce.....	$15,443,499	$14,167,414
Foreign mdse. free.....	49,261	29,879
Do. dutiable.....	583,846	918,306
Specie and bullion.....	2,512,330	4,485,373
Total exports	$18,588,936	$19,600,972
Do. exclusive of specie.	16,076,606	15,115,599

The exports from New York to foreign ports for five months from January 1, were:

	1869.	1870.
Domestic produce.....	$65,237,062	$65,888,123
Foreign free goods.....	97,869	235,411
Do. dutiable	2,717,486	4,466,297
Specie and bullion.....	13,116,362	12,583,238
Total exports.....	$81,168,779	$83,173,069
Do. exclusive of specie .	68,052,417	70,589,831

The exports (exclusive of specie) from New York to foreign ports for eleven months of the fiscal year were:

	1869.	1870.
Six months ending Jan. 1.....	$80,651,068	$109,954,573
January.....	13,153,017	12,893,166
February.....	10,824,812	11,940,146
March.....	12,588,895	15,943,095
April.....	15,409,087	14,697,825
May	16,076,606	15,115,599
Total produce.....	$148,703,485	$180,544,404
Add specie.....	34,854,361	29,239,793
otal exports.....	$183,557,846	$209,784,197

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF NEGLIGENCE IN CONTINUING TO EMPLOY NEGLIGENT SERVANTS.

The facts in the late case of Harper *vs.* The Indianapolis and St. Louis Railroad Company (44 Mo., 488,) are fully and clearly stated in the following opinion by

CURRIER, J.—Acccording to the plaintiff's brief, "This is an action brought to recover damages for injuries sustained through the fault and negligence of the company in allowing a fireman, in the absence of the engineer, to manage and control the locomotive engine," attached to the train of which the plaintiff was conductor. If this is an accurate characterization of the complaint and cause of action, then there is much force in the views presented in the able brief filed in the cause for the plaintiff. But these views are based on a possible theory of the facts developed at the trial, rather than upon the allegations of the petition.

The plaintiff was in the employment of the defendant as the conductor of a construction train; and while thus employed was thrown from the train and seriously injured. He seeks to recover damages of the defendant on the ground that the injury was caused by the negligence of the defendant in the non-employment of a suitable engineer to control and manage the engine attached to said train.

The petition avers "that it was the duty of the defendant to employ a competent engineer to take charge of and manage the locomotive engine used in drawing said train; and that the defendant failed and neglected to perform this, its said duty." The petition then proceeds to narrate the incidents which are supposed to have eventuated in the alleged injury, giving the time, place, circumstances and instrumentalities preceding and attending the principal event, to wit: the injury to the plaintiff; and to deduce that injury from the alleged negligence of the defendant in the non-employment of a suitable engineer.

Now, the *gravamen* of the charge consists in this: that it was the duty of the defendant to employ a suitable engineer, and that it failed and neglected to do so. The remaining averments pertain to time, place, etc., whereby it is sought to connect the injury of plaintiff with the negligence of the defendant, in the particulars stated, as the source and procuring cause of the casualty.

The grist of the matter, according to the petition, lies in the imputed non-employment of a suitable engineer, and not in "allowing a fireman, in the absence of the engineer, to manage and control the locomotive." There is no allegation that defendant either "authorized" or "allowed" this; nor is there any averment to the effect that the defendant in any manner countenanced this supposed "negligent act." The petition is barren of averments of that character.

The court, therefore, in settling the instructions, were perfectly right in putting out of view the fact that the "fireman was, at the time of the accident, managing and controlling the engine," for it is not alleged that the defendants ever "authorized or permitted" directly or indirectly the fact in question. It is alleged, indeed, that the fireman was in charge of the engine, but it is not alleged or intimated that the defendant had any responsibility in that matter, except as it was responsible for the character of the engineer, which brings us back to the original inquiry; was the engineer a competent and suitable person for the place he was filling? This was the main question for the jury, under the pleadings, and it was neither overlooked or disregarded by the Court.

This disposes of the main proposition pressed upon our attention by the plaintiff's counsel. Nevertheless, the judgment must be reversed on other grounds. In regard to the question of contributory negligence, the Court directed the jury that, if they believed from the evidence that the injury complained of "occurred while the plaintiff was in the voluntary performance of an act not within the sphere of his duties as conductor," then he was not entitled to recover. There was clearly no evidence on which to base this instruction, and it was for that reason erroneous. It was addressed to a material issue in the case, and we cannot know what effect it may have had on the minds of the jury, although the inquiry addressed by them to the Court indicates that the verdict turned upon another issue.

Nor am I prepared to assent to the phraseology of the instruction given in response to the inquiry of the jury, wherein the Court informs them that if the engineer employed by the defendant was competent at the time of the original employment, then defendant would not be liable for his negligent acts, unless his subsequent negligence was known to his employer, and was also gross in its character. The epithet "gross" is inapt and misleading. For that degree of negligence which would have rendered the party unfit for the place in the first instance, would equally unfit him for a continuance therein after the appointment, his negligent conduct being known to his employer. He should be discharged for the same measure of negligence which would have unfitted him for the original employment. (See 1 Redf. on Rail, 520; Ormond *vs.* Holland 1 El. Bl. and El., 202.)

The plaintiff's instruction No. 5, regarding the *quantum* of damages, states a correct rule, provided that the jury had found, upon proper instructions, that the plaintiff, a minor, had been emancipated from the parental service and control, and had thereby become entitled to his own

earnings. (Reeve's Dom. Rel. Park and Bald., 422, note 2, and the cases cited in that note.) As the matter stood, the instruction was properly refused.

I do not deem it necessary to examine the remaining instructions, or pass any judgment or criticism thereon.

For the reasons assigned, the judgment is reversed and the case remanded, the other judges concurring.

Priority of Chesapeake and Ohio Canal Debts.

The Court of Appeals on the 20th inst., gave their decision in the case of The Commonwealth of Virginia, vs. The State of Maryland, the Chesapeake and Ohio Canal Company and others. The decree of the court reverses the decision of the Circuit Court of this city, and remands the case for further proceedings. As the decision reverses the court below, it is of course favorable to the complainant on some points, and without doubt establishes the priority of the repair bonds as claimed by Virginia. The other questions in the case, as to the allowance of interest on overdue coupons and the allowance or rejection of Selden, Withers & Co.'s certificates, &c., cannot be determined until the opinion of the court is received.

The suit was first argued in the Circuit Court in June, 1868, and was taken up on appeal to the Court of Appeals. Pending the suit the Chesapeake and Ohio Canal Company, in December last, appropriated $160,000 to the payment of interest on the preferred and repair bonds, *pro rata*, to be applied to the coupons which fell due prior to January, 1855, and paid to the State of Virginia $58,435. Arrangements were made to continue payments under the resolution, but they were interrupted by an injunction obtained by John S. Gittings and the Chesapeake Bank, restraining further payments until the determination of this suit. The balance of the money appropriated was enjoined in the hands of Alexander Brown & Sons, (about $75,000,) and the decree directs the costs in both courts to be paid out of this fund, in the hands of the court.—*Baltimore Sun.*

New York, Utica and Ogdensburg Railroad.

The directors of this company are: William A. Guest, Horace E. Browne, J. P. W. Otis, F. P. Perkins, Thomas P. Cummings, Harrison Olmstead, Henry W. Howell, J. Warren Lawton, and P. L. Van Schaick, of the city of New York; William W. Deckert, Richard B. Kimball and Francis Morris of Rochester, and C. V. R. Ludington of Monticello. It is proposed to construct this road from Monticello, in Sullivan county, to Oneonta, in Otsego county; also from Denmark, in Lewis county, to Morristown and Ogdensburg. Other lines of road enable the connection to be made the entire route from this city to Ogdensburg. The length of railway to be built is about one hundred and twenty-five miles; and the capital of the company is $12,000,000.

☞ The directors of the Toledo, Wabash and Western Railway Co., have authorized a new issue of $3,300,000 of the capital stock of the company, being the amount authorized by their charter. The stock will not be thrown on the market, but used, if necessary, for the purchase of equipment for the East St. Louis and Decatur Road, just completed, also for equipment of the Hannibal and Naples Road, just passed into their hands.

☞ A railroad along the Tar river in North Carolina is to be constructed on the Welsh narrow gauge plan of 2½ feet.

Pittsburg and Connellsville R. R.

The Pittsburg *Chronicle* says that great activity is now displayed in the region of country to be developed by the Pittsburg and Connellsville railroad. A surprising number of branch lines are not only projected, but surveyed and contracted for, and some of them will be finished almost as soon as the main line is opened for travel. Branches to Somerset, Salisbury, Bedford, the Uniontown Extension, and Mount Pleasant branch are the most notable. The Somerset branch, rom Mineral Point, distance about ten miles, was surveyed last spring, the cost will be about $140,000, and the contracts for building the same are already made. The Mount Pleasant branch leaves the line of the road a short distance west of Connellsville, at Bradford, and in light grades and easy curves it passes for ten miles through one of the richest and most beautiful regions in Pennsylvania. Coal of the best quality, iron ore and limestone abound everywhere. The town of Confluence, thirty miles above Connellsville, has taken a fine start this spring, and the railroad company have appropriated fifty thousand dollars for the erection of work-shops at this place. An eight foot vein of gas coal has been opened between Indian Creek and the Falls.

Montreal and Champlain Railway.

The report of the directors of this Company for the year ending 31st December, 1869, states that the accounts for 1869 show that the proportion of net revenue due to this Company, under the agreement with the Grand Trunk Company, has amounted to $105,555 25; the amount accruing under the lease for the year 1868 was $90,663 56, showing an improvement during the year 1869 of $14,891 69, equal to 16.42 per cent. The amount earned in 1869 is more than sufficient to pay the interest on the Company's bonds and the dividend on the preferred stock, interest on the sinking fund, and incidental expenses, and the debit against the revenue account is reduced from $24,993 69 to $14,513 49. The Grand Trunk Company has erected additional buildings at Bonaventure street during the year, for the accommodation of the increasing traffic, and the directors of the Champlain Railway look forward to increased returns from the additions now being made to the rolling stock on the joint system. The amount now standing at the credit of their sinking fund is $30,254 38.

☞ The Pine Bluff (Ark.) *Republican* says that a full corps of engineers has arrived at Pine Bluff, for the purpose of making an immediate survey of the Little Rock, Pine Bluff and New Orleans Railroad, commencing at that place and going toward the Mississippi River. The Pine Bluff and Devall's Bluff road will be surveyed in a short time also.

☞ The Snow Hill (Md.) *Messenger* says the directors of the Worcester Railroad Company have contracted with Dr. H. R. Pitts for the partial construction of the road. Dr. Pitts has contracted to grade, bridge, and in every respect complete the road for the reception of the ties for the sum of $21,000 in cash and $10,000 in bonds.

☞ The Arkansas (Little Rock) *Gazette* notes the arrival of the Company's packet Colossal, direct from New Orleans, with 1,120 bars of railroad iron for the Little Rock and Ft. Smith railroad—sufficient to lay about three miles of track.

Shenandoah Valley Railroad.

Peter B. Borst, Esq., president of the Shenandoah Valley Railroad, in a letter to the editor of the Roanoke (Va.) *Times* states that the road will be built, regardless of the construction of any other road, and that there is no contingency of its being abandoned in favor of the Valley railroad. The company he says, intends to construct a through line from the Potomac river to some point on the Virginia and Tennessee railroad, which will be the short through line from the North to the South and Southwest, and which ca be fully accomplished with the co-operation friendly Northern lines, and the favorable connections that can be made with the roads under c ntrol of Gen. Mahone. The survey of the route, which was commenced on the 1st of May, will be completed, including branches, to Harrisonburg and Lexington, by the 1st of July. The line is almost straight, and the grade for nine tenths of the distance will not exceed thirty feet to the mile, and no grade exceeds fifty-two. It will not vary from the Potomac to the Virginia and Tennessee road five miles from a perfectly straight line, in a distance of 220 miles. Mr. Borst estimates that the value of property on the route, now about $25,000,000, will be doubled in ten years in consequence of the building of this road.

☞ The Black River Falls *Banner* says: "Last Thursday twenty one car loads of English railroad iron passed by here for the West Wisconsin Railroad Company. Track laying will be pushed forward now as rapidly as possible, and trains will probably reach Eau Claire as early as the 15th of July next, or the 1st of August at the outside."

☞ Mr. S. S. L'Hommedieu has resigned the Presidency of the Cincinnati, Hamilton and Dayton Railroad Co., to take effect the fourth of July, the twenty-second anniversary of his first election to that place. At a meeting of the board on the 27ht ult., Daniel McLaren was elected his successor. Mr. McLaren will continue his duties as general superintendent.

☞ The line of the Cairo and Fulton road is now located about fifteen miles out from Little Rock. About five miles are cleared and two miles graded. Work is progressing as rapidly as possible. Additional force will be put on as soon as it can be obtained.

☞ The loan of the Delaware and Raritan Canal and Camden and Amboy Railroad Companies, due July 1, 1870, will be paid in gold upon presentation at the offices of the companies in New York and Philadelphia.

☞ The Lehigh Valley Railroad company will, until August 1st next, pay off at par and accrued interest any of their first mortgage bonds due in 1873, on presentation at their office, No. 303 Walnut street, Philadelphia.

☞ The officers of the Deer Creek and Marble Quarry R. R. Co., for the ensuing year are: E. S. Ingalls, President, S. P. Saxton, Vice President, Clinton B. Fay, Secretary, and Miles Shephard, Treasurer.

☞ The President has signed the bill donating Long Bridge, over the Potomac, to the southern extension of the Pennsylvania R. R. Co.

☞ A special General Meeting of the Shareholders of the Great Western Railway Company of Canada will be held in London, Eng., on the 6th inst., to sanction aid to the Canada Air Line Railway Company, by subscribing to stock therein, or loaning credit thereto, and also to authorize the issue of additional capital in this Company by Bonds, Shares, or Stock, Preferences or otherwise.

☞ The Lake Shore and Michigan Southern Railroad company have decided to issue twenty-five millions of consolidated mortgage bonds, which, after refunding the present bonded debt, will leave $3,011,000 for a double track, equipment, and redemption of the floating debt.

JOHN J. ROBERTS,
Manufacturers' Agent for
ENGLISH AND AMERICAN
IRON AND STEEL RAILS,
Delivered in New York & other markets in the U. S.
Railroad Supplies of all descriptions.
STREET RAILS & CARS
On the most favorable terms.
Old Rails, Metals, &c., Bought & Sold.
218 PEARL STREET,
Opposite Platt St., NEW YORK CITY.

ROME, WATERTOWN AND OGDENSBURG RAILROAD,
VICE-PRESIDENT'S OFFICE,
CORNER CHAMBERS-ST. AND COLLEGE PLACE.
NEW YORK, June 22, 1870.

ELECTION AND DIVIDEND NOTICE.—At the recent election for Directors of this Company, the former Board was unanimously elected

FOR DIRECTORS.

WM. C. PIERREPONT, C. ZABRISKIE, JR.,
MARCELLUS MASSEY, GARDNER COLBY,
CHALES E. BILL, JOHN S. FARLOW,
SAMUEL F. PHELPS, DAVID UTLEY,
JOHN FERGUSON, S. D. HUNGERFORD,
ISAAC N. PHELPS, TALCOTT H. CAMP,
DELOS DEWOLF.

At a subsequent meeting of the Board the former officers were also unanimously re-elected, to wit:
W. C. PIERREPONT, President.
MARCELLUS MASSEY, Vice-President.
J. A. LAWYER, Secretary and Treasurer.

This Company will pay a semi-annual Dividend of Five per Cent., free of tax, on and after the 15th July. Transfer-books will remain closed from the 25th inst. to date of payment.

MARCELLUS MASSEY,
Vice-President.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance,
Comptroller's Office,
New York, June 27, 1870.
RICHARD B. CONNOLLY,
Comptroller.

BORDEN & LOVELL
COMMISSION MERCHANTS,
70 and 71 West St., New York,
Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,
BORDEN MINING COMPANY'S
CUMBERLAND COALS.

JOHN BLAKELEY,
DEALER IN
WOOL & COTTON WASTE,
For Railroad and Steamboat Use, Steam Packing, &c.,
No. 233 Church Street, Philadelphia, Pa.,
SOLE AGENT FOR
CLEVELAND STEAM GAUGE CO.,
HOLT'S PATENT STEAM GAUGES,
For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, JR.
TANNER, WALKER & McANERNEY,
63 BROADWAY, NEW YORK,
DEALERS IN RAILWAY SUPPLIES,
Are prepared to make Contracts for
Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.
Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.
SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

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COMMISSION MERCHANT,
(*China & Japan.*)
Asiatic Laborers Furnished,
41 & 42 Merchants' Exchange,
California Street, San Francisco.

REFERENCES.
ALLAN McLANE, Esq., Pres't Pacific Mail Steamship Company, (New York), China and San Francisco Line of Steamers.
LOUIS McLANE, Esq., Baltimore.
MESSRS. BARRON & CO., San Francisco.
MESSRS. C. ADOLPHE LOWE & CO., San Francisco.
CHAS. E. McLANE, Esq., Manager Wells, Fargo & Co., Bankers, San Francisco.

Glynn's Anti-Incrustator for Steam Boilers.
THE only reliable article for removing and preventing incrustation. No foaming, and does not attack metals of boiler. Liberal terms to agents.
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587 Broadway, N. Y.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
26 Spruce Street, S. E. Corner William, *New York.*
Orders by mail promptly answered.

OFFICE OF THE
RED RIVER CONSTRUCTION COMPANY,
Minneapolis, Minn., June 16, 1870.

Notice to Contractors.

Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

RED RIVER CONSTRUCTION CO.,
Contractors.
Address,
SUPT. RED RIVER CONSTRUCTION CO.
Minneapolis, Minn.
412t

TOOLS AND MACHINERY
FOR SALE.
THE NOVELTY IRON WORKS,
(foot of East Twelfth-st., New York)
have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron, and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

Terms cash or good securities. SEND FOR CATALOGUE.

WOOD, LIGHT & CO.,
MANUFACTURERS OF
ENGINE LATHES,
From 15 to 100 in. Swing, and from 6 to 30 feet long.
PLANERS,
To Plane from 4 to 30 feet long, and from 24 to 60 in. wide.
Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.
Warehouse: 107 Liberty Street, New York City.
Manufactory, Junction Shop, Worcester, Mass.

RAILROAD IRON.
2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by
DANAS & LITCHFIELD,
18 William street,
49tf **New York.**

McKay Iron and Locomotive
WORKS,
MANUFACTURER OF
LOCOMOTIVE ENGINES,
JERSEY CITY, N. J.
Iron Bridges of all Classes.
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TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light and profitable. Persons of either sex easily earn from 50c. to $5 per evening, and a proportional sum by devoting their whole time to the business. Boys and girls earn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer: To such as are not well satisfied, we will send $1 to pay for the trouble of writing. Full particulars, a valuable sample which will do to commence work on, and a copy of *The People's Literary Companion*—one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, address E. C. ALLEN & CO., AUGUSTA, MAINE.

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UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

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Williams' New Patent Coal Oil Head Light,

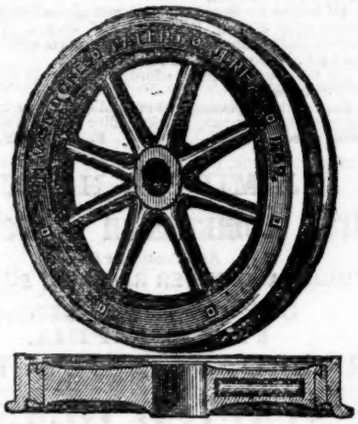
WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

MOORE STEEL ELASTIC CAR WHEEL CO.

OF NEW JERSEY.



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Elastic Car Wheels

Adapted for PASSENGER and SLEEPING COACHES,

Being Safe, Economical, Durable and Noiseless.

Also Manufacturers of CAR WHEELS of every description.

Wheels fitted to axles, at lowest rates.

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H. W. MOORE, President. JAS. K. FROTHINGHAM, Secretary.

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WILLIAM BUTCHER STEEL WORKS,

OF PHILADELPHIA, PA.

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CRUCIBLE CAST STEEL TYRES,

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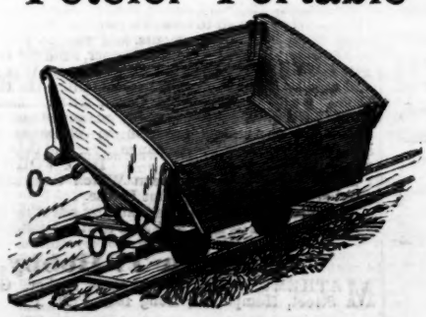

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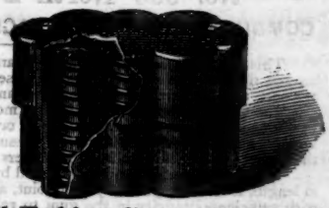
RAILWAY CAR SPRINGS.

The Original Standard Volute Buffer Spring.

Patented.—All others are Infringements.



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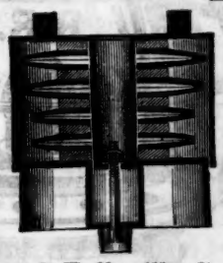


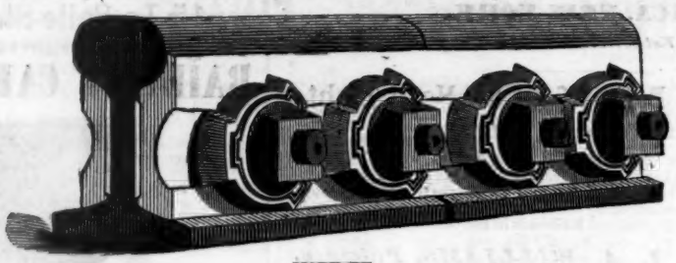
Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



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IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 5, ALASKA, CAPT. GRAY, connecting with the MONTANA, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Aug. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. SATURDAY, July 2. Freight for Central American and South Pacific ports will be received until 4 P. M. on FRIDAY, July 1, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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WALTHAM WATCHES.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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